# NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

## A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ALEXANDRIA, LA**
ESLER RGNL ..... **RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**
NA when local weather not available.

**BASTROP, LA**
MOREHOUSE
MEMORIAL ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
NA when local weather not available.

**BATON ROUGE, LA**
BATON ROUGE METROPOLITAN:
RYAN FIELD ..... **ILS or LOC Rwy 13[12]**
**ILS or LOC Rwy 22R[124]**
**NDB Rwy 31[23]**
**RADAR-1[2]**
**RNAV (GPS) Rwy 4L[4]**
**RNAV (GPS) Rwy 22R[4]**
**RNAV (GPS) Rwy 31[4]**
**VOR Rwy 4L[3]**
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.

**BAY ST LOUIS, MS**
STENNIS INTL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR-A**
NA when local weather not available.

**BOGALUSA, LA**
GEORGE R CARR MEMORIAL
AIR FIELD ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**COLUMBUS-WEST POINT-STARKVILLE, MS**
GOLDEN TRIANGLE
RGNL ..... **ILS or LOC Rwy 18[1]**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.
[1]NA when control tower closed.

**CORINTH, MS**
ROSCOE TURNER ..... **ILS or LOC Rwy 18**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**DE RIDDER, LA**
BEAUREGARD RGNL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**GALLIANO, LA**
SOUTH LAFOURCHE LEONARD
MILLER JR ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**GREENVILLE, MS**
MID DELTA RGNL ..... **ILS or LOC Rwy 18L[1]**
**NDB Rwy 36L[1]**
**NDB Rwy 36R[1]**
**RNAV (GPS) Rwy 18L[2]**
**RNAV (GPS) Rwy 18R[2]**
**RNAV (GPS) Rwy 36L[2]**
**RNAV (GPS) Rwy 36R[2]**
**VOR/DME Rwy 18L[2]**
**VOR/DME Rwy 18R[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**GREENWOOD, MS**
GREENWOOD-LEFLORE . **ILS or LOC Rwy 18[1]**
**VOR Rwy 5[2]**
[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼

NAME ALTERNATE MINIMUMS

## GULFPORT, MS

GULFPORT-BILOXI INTL ..... **ILS or LOC Rwy 14[12]**
**ILS or LOC/DME Rwy 32[12]**
**ILS or LOC RWY 35[3]**
**RADAR-1[24]**
**RNAV (GPS) Rwy 14[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 32[3]**
**RNAV (GPS) Rwy 36[3]**
**VOR/DME or TACAN Rwy 14[4]**
**VOR/DME or TACAN Rwy 32[4]**

[1]ILS, Categories B,C,D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

## HAMMOND, LA

HAMMOND NORTHSHORE RGNL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

## HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI ..... **RNAV (GPS) Y Rwy 13**
**RNAV (GPS) Z Rwy 13**
**VOR Rwy 13[1]**

NA when local weather not available.
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.

## HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL ..... **ILS Rwy 18[1]**
**RNAV (GPS) Rwy 18[2]**
**RNAV (GPS) Rwy 36[2]**

[1]NA when control zone not in effect.
[2]NA when local weather not available.

## HOUMA, LA

HOUMA-TERREBONNE ..... **Copter VOR/DME 12[1]**
**ILS or LOC Rwy 18[123]**
**RNAV (GPS) Rwy 12[14]**
**RNAV (GPS) Rwy 18[1]**
**RNAV (GPS) Rwy 30[1]**
**RNAV (GPS) Rwy 36[1]**
**VOR/DME Rwy 30[1]**
**VOR Rwy 12[124]**

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

## JACKSON, MS

HAWKINS FIELD ..... **ILS Rwy 16[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**

[1]NA when control tower closed.
[2]NA when local weather not available.

JACKSON-EVERS INTL ..... **ILS or LOC Rwy 34L[12]**
**RADAR-1[1]**
**RNAV (GPS) Rwy 16L[3]**
**RNAV (GPS) Rwy 16R[3]**
**RNAV (GPS) Rwy 34L[3]**
**RNAV (GPS) Rwy 34R[3]**

[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC,Category E, 800-2¼.
[3]NA when local weather not available.

## LAFAYETTE, LA

LAFAYETTE RGNL ..... **ILS or LOC/DME Rwy 4R[13]**
**ILS or LOC Rwy 22L[23]**
**RNAV (GPS) Rwy 4R[1]**
**RNAV (GPS) Rwy 22L[1]**
**RNAV (GPS) Rwy 29[1]**

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.

## LAKE CHARLES, LA

CHENNAULT INTL ..... **ILS or LOC Rwy 15[12]**
**VOR Rwy 33[12]**

[1]NA when control tower closed.
[2]Category E, 900-3.

LAKE CHARLES RGNL ..... **ILS or LOC Rwy 15**
**LOC BC Rwy 33**

NA when control tower closed.

## MC COMB, MS

MC COMB/PIKE COUNTY/ JOHN E LEWIS FIELD ..... **RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**MERIDIAN, MS**

KEY FIELD ..... **ILS or LOC Rwy 1[123]**
**ILS or LOC Rwy 19[23]**
**RNAV (GPS) Rwy 1[34]**
**RNAV (GPS) Rwy 4[34]**
**RNAV (GPS) Rwy 19[34]**
**RNAV (GPS) Rwy 22[34]**
**VOR-A[34]**

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 900-3.
LOC, Category E, 900-3.
[3]NA when local weather not available.
[4]Category E, 900-3.

**MONROE, LA**

MONROE RGNL ..... **ILS or LOC Rwy 4**
**ILS Rwy 22**

NA when control tower closed.

**NATCHEZ, MS**

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 31**
**RNAV (GPS) Rwy 36**
**VOR/DME Rwy 13**

NA when local weather not available.

**NEW IBERIA, LA**

ACADIANA RGNL ..... **ILS Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**
**VOR or TACAN Rwy 16[13]**
**VOR/DME Rwy 34[1]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category E, 900-3.

**NEW ORLEANS, LA**

LAKEFRONT ..... **ILS or LOC Rwy 18R[1]**
**RNAV (GPS) Rwy 18R**
**RNAV (GPS) Rwy 36L**
**VOR/DME Rwy 36L**

NA when local weather not available.
[1]Category D, 700-2.

LOUIS ARMSTRONG NEW ORLEANS INTL ..... **LOC Rwy 19**
Category D, 800-2¼.

**OAKDALE, LA**

ALLEN PARISH ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**OLIVE BRANCH, MS**

OLIVE BRANCH ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 18**

NA when local weather not available.
[1]ILS, Categories, A,B,C,D, 700-2.
[2]NA when control tower closed.

**PASCAGOULA, MS**

TRENT LOTT INTL ..... **ILS or LOC Rwy 17[12]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR-A[23]**

[1]ILS, 700-2.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

**PATTERSON, LA**

HARRY P. WILLIAMS MEMORIAL ..... **VOR/DME-A**
Categories A, B, 1200-2; Category C, 1200-3.

**PHILADELPHIA, MS**

PHILADELPHIA MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**PICAYUNE, MS**

PICAYUNE MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**RAYMOND, MS**

JOHN BELL WILLIAMS .... **RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**

NA when local weather not available.
Category D, 900-2¾.

**SHREVEPORT, LA**

SHREVEPORT DOWNTOWN ..... **RNAV (GPS) Rwy 14**
**VOR Rwy 14**

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

SHREVEPORT RGNL ..... **ILS or LOC Rwy 14[1]**
**LOC Rwy 5[1]**
**RADAR-1[1]**
**RNAV (GPS) Rwy 23[2]**

[1]Category E, 900-3.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**STARKVILLE, MS**

GEORGE M BRYAN ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR/DME-A**
NA when local weather not available.

**SULPHUR, LA**

SOUTHLAND FIELD ..... **LOC Rwy 15**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR/DME-A**
NA when local weather not available.

**TALLULAH, LA**

VICKSBURG TALLULAH RGNL .... **LOC Rwy 36**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**TUNICA, MS**

TUNICA MUNI ..... **ILS or LOC Rwy 35**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**TUPELO, MS**

TUPELO RGNL ..... **ILS or LOC Rwy 36**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

## BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 08129 USAF) ELEV 166

**RADAR**[1] - (E) 111.2 118.6 119.9 125.1 350.2 335.55 363.8

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR[2] | 15 | | AB | 660/24 | 494 | (500-½) |
| | | | C | 660/40 | 494 | (500-¾) |
| | | | D | 660/50 | 494 | (500-1) |
| | | | E | 660/60 | 494 | (500-1¼) |
| | 33 | | AB | 660/24 | 497 | (500-½) |
| | | | C | 660/40 | 497 | (500-¾) |
| | | | D | 660/50 | 497 | (500-1) |
| | | | E | 660/60 | 497 | (500-1¼) |
| CIR[3] | All Rwy | | ABC | NOT AUTHORIZED | | |
| | | | D | 720-2 | 554 | (600-2) |
| | | | E | 780-2¼ | 614 | (700-2¼) |

[1]Opr 1200-0500Z++. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. [3]Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

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## BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

**RADAR** - 120.3 278.3

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 31 | | ABCD | **440**-1¼ | 371 | (400-1¼) | | | | |
| | 13 | | ABC | **560**-¾ | 492 | (500-¾) | D | **560**-1 | 492 | (500-1) |
| | 22R | | ABC | **620**/50 | 550 | (600-1) | D | **620**/60 | 550 | (600-1¼) |
| | 4L | | AB | **620**-1¼ | 551 | (600-1¼) | C | **620**-1½ | 551 | (600-1½) |
| | | | D | **620**-1¾ | 551 | (600-1¾) | | | | |
| CIRCLING | | | AB | **620**-1¼ | 550 | (600-1¼) | C | **660**-1½ | 590 | (600-1½) |
| | | | D | **680**-2 | 610 | (700-2) | | | | |

When control tower closed ASR NA.
S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.
S-31: Inoperative table does not apply.
When VGSI inoperative, circling to Rwy 4L NA at night.

## DE RIDDER, LA

Orig, MAR 12, 2009 (FAA) ELEV **204**

BEAUREGARD RGNL

**RADAR** - 123.7 254.8 ▽ ⚠ NA

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 36 | AB | **620**-1 | 423 | (500-1) | CD | **620**-1¼ | 423 | (500-1¼) |
| | 18 | AB | **700**-1 | 498 | (500-1) | C | **700**-1¼ | 498 | (500-1¼) |
| | | D | **700**-1½ | 498 | (500-1½) | | | | |
| CIRCLING | | AB | **700**-1 | 496 | (500-1) | C | **700**-1½ | 496 | (500-1½) |
| | | D | **760**-2 | 556 | (600-2) | | | | |

When local altimeter not received,use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

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## GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA) ELEV **28**

GULFPORT-BILOXI INTL

**RADAR**- 124.6 254.25 ▽ ⚠

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 32 | ABC | **440**/40 | 412 | (500-¾) | DE | **440**/50 | 412 | (500-1) |
| | 14 | AB | **440**/24 | 413 | (500-½) | C | **440**/40 | 413 | (500-¾) |
| | | DE | **440**/50 | 413 | (500-1) | | | | |
| CIRCLING | | A | **500**-1 | 472 | (500-1) | B | **660**-1 | 632 | (700-1) |
| | | C | **660**-1¾ | 632 | (700-1¾) | D | **660**-2 | 632 | (700-2) |
| | | E | **820**-2¾ | 792 | (800-2¾) | | | | |

Procedure not authorized when control tower closed.
For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.
For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

## JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA) ELEV **346**

JACKSON-EVERS INTL

**RADAR**- 123.9 317.7

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 16R | AB | **740**-1 | 421 | (500-1) | CD | **740**-1¼ | 421 | (500-1¼) |
| | | E | **740**-1½ | 421 | (500-1½) | | | | |
| | 16L | AB | **740**/24 | 429 | (500-½) | C | **740**/40 | 429 | (500-¾) |
| | | DE | **740**/50 | 429 | (500-1) | | | | |
| | 34L | AB | **800**/24 | 472 | (500-½) | C | **800**/40 | 472 | (500-¾) |
| | | D | **800**/50 | 472 | (500-1) | E | **800**/60 | 472 | (500-1¼) |
| | 34R | AB | **820**/50 | 474 | (500-1) | C | **820**/60 | 474 | (500-1¼) |
| | | D | **820**-1½ | 474 | (500-1½) | E | **820**-1¾ | 474 | (500-1¾) |
| CIRCLING | | A | **840**-1 | 494 | (500-1) | B | **880**-1 | 534 | (600-1) |
| | | C | **880**-1½ | 534 | (600-1½) | D | **900**-2 | 554 | (600-2) |
| | | E | **940**-2 | 594 | (600-2) | | | | |

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.
Category E S-34L visibility increased ½ mile for inoperative MALSR.
Category E circling not authorized southwest of runway 16R-34L.
When control tower closed procedure NA.

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## LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA) ELEV **43**

LAFAYETTE RGNL

**RADAR** - 121.1 363.0

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 29 | ABC | **400**-1 | 358 | (400-1) | D | **400**-1¼ | 358 | (400-1¼) |
| | 4R | AB | **480**-1 | 440 | (500-1) | C | **480**-1¼ | 440 | (500-1¼) |
| | | D | **480**-1½ | 440 | (500-1½) | | | | |
| | 11 | AB | **560**-1 | 518 | (600-1) | C | **560**-1½ | 518 | (600-1½) |
| | | D | **560**-1¾ | 518 | (600-1¾) | | | | |
| CIRCLING | | A | **560**-1 | 517 | (600-1) | B | **580**-1 | 537 | (600-1) |
| | | C | **580**-1½ | 537 | (600-1½) | D | **660**-2 | 617 | (700-2) |

When control tower closed, ASR NA.

## LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA) ELEV **17**

CHENNAULT INTL

**RADAR** - 119.8 282.3 ⚠NA

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 33 | AB | **540**-1 | 523 | (600-1) | C | **540**-1½ | 523 | (600-1½) |
| | | DE | **540**-1¾ | 523 | (600-1¾) | | | | |
| | 15 | AB | **560**-½ | 544 | (600-½) | C | **560**-1 | 544 | (600-1) |
| | | D | **560**-1¼ | 544 | (600-1¼) | E | **560**-1½ | 544 | (600-1½) |
| CIRCLING | | AB | **580**-1 | 563 | (600-1) | C | **580**-1½ | 563 | (600-1½) |
| | | D | **580**-2 | 563 | (600-2) | E | **880**-3 | 863 | (900-3) |
| | | | LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS | | | | | | |
| ASR | 33 | AB | **540**-1 | 523 | (600-1) | C | **540**-1½ | 523 | (600-1½) |
| | | DE | **540**-1¾ | 523 | (600-1¾) | | | | |
| | 15 | AB | **580**-½ | 564 | (600-½) | C | **580**-1 | 564 | (600-1½) |
| | | D | **580**-1¼ | 564 | (600-1¼) | E | **580**-1½ | 564 | (600-1½) |
| CIRCLING | | AB | **600**-1 | 583 | (600-1) | C | **600**-1½ | 583 | (600-1½) |
| | | D | **600**-2 | 583 | (600-2) | E | **900**-3 | 883 | (900-3) |

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
Procedure not available when Lake Charles Approach Control closed.
For inoperative MALSR, increase Category E visibilities ½ mile.

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## LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA) ELEV **15**

LAKE CHARLES RGNL

**RADAR** - 119.35 353.75 ⚠

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 5 | ABC | **380**-1 | 366 | (400-1) | D | **380**-1¼ | 366 | (400-1¼) |
| | 33 | ABC | **380**-¾ | 368 | (400-¾) | D | **380**-1¼ | 368 | (400-1¼) |
| | 23 | AB | **440**-1 | 425 | (500-1) | CD | **440**-1¼ | 425 | (500-1¼) |
| | 15 | AB | **440**/24 | 428 | (500-½) | C | **440**/40 | 428 | (500-¾) |
| | | D | **440**/50 | 428 | (500-1) | | | | |
| CIRCLING | | A | **440**-1 | 425 | (500-1) | B | **480**-1 | 465 | (500-1) |
| | | C | **480**-1½ | 465 | (500-1½) | D | **580**-2 | 428 | (500-2) |

When control tower closed, procedure NA.

## MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (09295 USN) ELEV 316

**RADAR - (E)** 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6 ▽

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 19L[2] | 3.0°/48/1124 | ABCDE | 416-¼ | 100 | (100-¼) |
| | 1L[3] | 3.0°/35/764 | ABCDE | 453-½ | 200 | (200-½) |
| | 1R | 3.0°/38/874 | ABCDE | 470-¾ | 200 | (200-¾) |
| | 19R | 3.0°/37/881 | ABCDE | 494-¾ | 200 | (200-¾) |
| PAR W/O GS[1] | 19R | | ABCDE | 640-1¼ | 346 | (400-1¼) |
| | 1R | | ABCDE | 660-1¼ | 390 | (400-1¼) |
| | 19L[4] | | AB | 740-½ | 424 | (500-½) |
| | | | CD | 740-¾ | 424 | (500-¾) |
| | | | E | 740-1 | 424 | (500-1) |
| | 1L[5] | | AB | 760-¾ | 507 | (500-¾) |
| | | | CD | 760-1 | 507 | (500-1) |
| | | | E | 760-1¼ | 507 | (500-1¼) |
| ASR | 28 | | ABC | 680-1 | 375 | (400-1) |
| | | | DE | 680-1¼ | 375 | (400-1¼) |
| | 19R | | AB | 700-1 | 406 | (400-1) |
| | | | C | 700-1¼ | 406 | (400-1¼) |
| | | | DE | 700-1½ | 406 | (400-1½) |
| | 1R | | AB | 700-1 | 430 | (400-1) |
| | | | C | 700-1¼ | 430 | (400-1¼) |
| | | | DE | 700-1½ | 430 | (400-1½) |
| | 19L[6] | | AB | 780-½ | 464 | (500-½) |
| | | | C | 780-¾ | 464 | (500-¾) |
| | | | D | 780-1 | 464 | (500-1) |
| | | | E | 780-1¼ | 464 | (500-1¼) |
| | 1L[7] | | AB | 760-½ | 507 | (500-½) |
| | | | CD | 760-1 | 507 | (500-1) |
| | | | E | 760-1¼ | 507 | (500-1¼) |
| CIR | All Rwy[8] | | AB | 820-1 | 504 | (600-1) |
| | | | C | 820-1½ | 504 | (600-1½) |
| | | | D | 880-2 | 564 | (600-2) |
| | | | E | 1060-2¾ | 744 | (800-2¾) |

[1]No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. [2]When ALS inop, increase vis All CAT to ½ mile. [3]When ALS inop, increase vis All CAT to ¾ mile. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [5]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]When circling from PAR W/O GS Rwys 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

## MONROE, LA

Amdt. 6A, June 12, 2003 (FAA) ELEV **79**

MONROE RGNL

**RADAR** - 126.9 388.0

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 22 | | ABCD | **480**-1 | 402 | (500-1) | | | | |
| | 4 | | ABC | **560**/40 | 482 | (500-¾) | D | **560**/50 | 482 | (500-1) |
| CIRCLING | | | AB | **580**-1¼ | 501 | (600-1¼) | C | **620**-1½ | 541 | (600-1½) |
| | | | D | **640**-2 | 561 | (600-2) | | | | |

## NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA) ELEV **4**

LOUIS ARMSTRONG NEW ORLEANS INTL

**RADAR** - 123.85 256.9, 125.5 350.35, 133.15 290.3

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 10 | | ABC | **340**/24 | 336 | (400-½) | D | **340**/50 | 336 | (400-1) |
| | 28 | | ABC | **400**/40 | 397 | (400-¾) | D | **400**/50 | 397 | (400-1) |
| | 19 | | ABCD | **420**/60 | 420 | (500-1¼) | | | | |
| | CIRCLING | | AB | **520**-1¼ | 516 | (600-1¼) | C | **520**-1½ | 516 | (600-1½) |
| | | | D | **580**-2 | 576 | (600-2) | | | | |

Rwy 10: Inoperative table does not apply to Category D.
Rwy 19: Inoperative table does not apply.
Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

## NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

**RADAR**[1 2 13] - **(E)** 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 **ELEV 2**

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 4[3] | 3.0°/51/973 | ABCDE | 99-¼ | 100 | (100-¼) |
| | 22[4] | 3.0°/43/861 | ABCDE | 249-¾ | 250 | (300-¾) |
| PAR W/O GS | 4[5] | | ABC | 380-½ | 381 | (400-½) |
| | | | DE | 380-¾ | 381 | (400-¾) |
| | 22[6] | | ABCDE | 300-1 | 301 | (400-1) |
| ASR | 4[7] | | AB | 420-½ | 421 | (500-½) |
| | | | CD | 420-¾ | 421 | (500-¾) |
| | | | E | 420-1 | 421 | (500-1) |
| | 22[8] | | AB | 460-¾ | 461 | (500-¾) |
| | | | C | 460-1 | 461 | (500-1) |
| | | | D | 460-1¼ | 461 | (500-1¼) |
| | | | E | 460-1½ | 461 | (500-1½) |
| | 14 | | AB | 440-1 | 438 | (500-1) |
| | | | C | 440-1¼ | 438 | (500-1¼) |
| | | | DE | 440-1½ | 438 | (500-1½) |
| | 32[9] | | AB | 440-1 | 438 | (500-1) |
| | | | C | 440-1¼ | 438 | (500-1¼) |
| | | | DE | 440-1½ | 438 | (500-1½) |
| CIR[10 11 12] | All Rwy | | AB | 480-1 | 478 | (500-1) |
| | | | C | 500-1½ | 498 | (500-1½) |
| | | | D | 560-2 | 558 | (600-2) |
| | | | E | 640-2¼ | 638 | (700-2¼) |

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

[1]No-NOTAM preventive maint Mon 1300-1800Z++. [2]Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis Cat CDE to 1 mile. [5]When ALS inop, increase CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [8]When ALS increase CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [9]Procedure NA at night. [10]CAT E circling NA NW of Rwy 4-22. [11]Night circling NA to Rwy 32. [12]When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. [13]GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

## POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA) ELEV 329

RADAR - (E) 123.7 261.3 ⚠NA Opr 1400-0600Z + + exc hol.

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 15 | 3.0°/34/741 | ABCD | 529-¾ | 200 | (200-¾) |
| | 33 | 3.0°/42/799 | AB | 579-½ | 256 | (300-½) |
| | | | CD | 579-¾ | 256 | (300-¾) |
| ASR | 33 | | AB | 660-½ | 337 | (400-½) |
| | | | CD | 660-¾ | 337 | (400-¾) |
| | 15 | | AB | 780-1 | 451 | (500-1) |
| | | | C | 780-1¼ | 451 | (500-1¼) |
| | | | D | 780-1½ | 451 | (500-1½) |
| CIR | All Rwy | | AB | 820-1 | 491 | (500-1) |
| | | | C | 820-1½ | 491 | (500-1½) |
| | | | D | 880-2 | 551 | (600-2) |

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## SHREVEPORT, LA

Amdt. 3A, JUL 31, 2000 (FAA) ELEV **258**

SHREVEPORT RGNL

**RADAR** - 119.9 335.55 ⚠

| RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|
| CIRCLING | AB | **800**-1 | 542 | (600-1) |
| | C | **800**-1½ | 542 | (600-1½) |
| | D | **820**-2 | 562 | (600-2) |
| | E | **1100**-3 | 842 | (900-3) |

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

## ABERDEEN/AMORY, MS

MONROE COUNTY

NOTE: **Rwy 18,** pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36,** trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

## ALEXANDRIA, LA

ALEXANDRIA INTL

NOTE: **Rwy 18,** multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32,** multiple trees beginning 1537' from departure end of runway, 662' right ofcenterline, up to 80' AGL/162' MSL. **Rwy 36,** multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS

## ALEXANDRIA, LA (CON'T)

ESLER RGNL

NOTE: **Rwy 8,** tree 1223' from departure end of runway, 928' right of centerline, 73' AGL/163' MSL. **Rwy 14,** tree 928' from departure end of runway, 606' left of centerline, 72' AGL/160' MSL. Tree 942' from departure end of runway, 642' right of centerline, 78' AGL/166' MSL. **Rwy 32,** tree 1959' from departure end of runway, 940' left of centerline, 111' AGL/223' MSL. Tree 1862' from departure end of runway, 812' right of centerline, 103' AGL/215' MSL.

## BASTROP, LA

MOREHOUSE MEMORIAL

NOTE: **Rwy 34,** powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

## BATESVILLE, MS

PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19,** 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 800 before turning left. **Rwy 19,** climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1,** multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19,** pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

## BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN FIELD

DEPARTURE PROCEDURE: **Rwys 22L/R,** climb runway heading to 2000 before turning left or comply with radar vectors.

NOTE: **Rwy 4L,** 97' AGL tree 1368' from departure end of runway, 778' left of centerline. **Rwy 13,** 82' AGL tree 1551' from departure end of runway, 838' left of centerline. **Rwy 22R,** 94' AGL antenna 1173' from departure end of runway, 740' right of centerline.

CAUTION: Unmarked balloon and cable to 15,000 in R-3807. **Rwy 4L,** 209°/51.4 NM, **Rwy 4R,** 209°/51.2. NM. **Rwy 13,** 209°/50.7 NM, **Rwy 31,** 208°/50.9 NM. **Rwy 22L,** 209°/50.6 NM, **Rwy 22R,** 209°/50.3 NM.

## BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD

TAKE-OFF MINIMUMS: **Rwy 18**, 800-3 or std. with a min. climb of 220' per NM to 800. **Rwy 36,** 200-2.

## BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN

NOTE: **Rwy 15,** trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33,** road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

## BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 900 before turning.

## BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18,** trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

## CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36,** trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

## CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 600 before turning.

## COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 800 before turning left.

NOTE: **Rwy 5,** trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23,** vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

## COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36,** 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 600 before turning.

## COLUMBUS AFB (KCBM)

COLUMBUS, MS.....08353

**All Rwys:** Cross DER at least 35' AGL.

TAKE-OFF OBSTACLES: **Rwy 13C,** Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R,** Ramp lights 273' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31R,** Taxiing aircraft 199' MSL/ 14' AGL 80' from DER 472' left of centerline.

## COLUMBUS/WESTPOINT/STARKVILLE, MS

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18,** tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36,** tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

## CORINTH, MS

ROSCOE TURNER (CRX)
ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36,** Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

## DE RIDDER, LA

BEAUREGARD RGNL (DRI)
AMDT 4 09127 (FAA)

NOTE: **Rwy 14,** trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18,** multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32,** multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36,** pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

## EUNICE, LA

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16,** 133°/56.1 NM. **Rwy 34,** 132°/55.4 NM.

## GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36,** tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

## GONZALES, LA

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 220' per NM to 400.

## GREENVILLE, MS

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L,18R,** climb runway heading to 800 before turning.

NOTE: **Rwy 27,** 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

## GREENWOOD, MS

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5,** 400-1 or std. with a min. climb of 270' per NM to 400.

## GRENADA, MS

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31,** climb to 700 before turning on course. **Rwys 13, 22,** climb to 800 before turning on course.

## GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)
AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14,** tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18,** trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32,** trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36,** trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

## HAMMOND, LA

HAMMOND NORTHSHORE RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** 600-2 or std. with a min. climb rate of 210' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 800 prior to turning west.

## HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 309° to 900 before turning west.

NOTE: **Rwy 13,** numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31,** numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

## HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning east.

NOTE: **Rwy 36,** 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

## HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning left.

## HOMER, LA

HOMER MUNI (5F4)

ORIG 08157 (FAA)

NOTE: **Rwy 12,** road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30,** trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

## HOUMA, LA

HOUMA-TERREBONNE (HUM)

AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30,** climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12,** trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18,** trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30,** trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36,** antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

## INDIANOLA, MS

INDIANOLA MUNI

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 2200 before turning east. **Rwy 35,** climb runway heading to 700 before turning east.

## JACKSON, MS

HAWKINS FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 34,** climb runway heading to 800 before making turn. **Rwy 16,** climb runway heading to 1300 before making right turn. **Rwy 29,** climb runway heading to 1200 before making left turn.

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R,** 300-1 or std. with a min. climb of 280' per NM to 700.

## JENNINGS, LA

JENNINGS

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 352' per NM to 300. **Rwys 17,35,** NA.

NOTE: **Rwy 8,** multiple poles 1080' from departure end of runway, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13,** tank 3428' from departure end of runway, 1072' right of centerline, 156' AGL/181' MSL. **Rwy 26,** trees 1080' from departure end of runway, 45' AGL/55' MSL. **Rwy 31,** fence 140' from departure end of runway, 15' AGL/32' MSL.

## KEESLER AFB (KBIX)

BILOXI, MS . . . . . 09211

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21:** Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL Terrain 6' from DER, 500' left of centerline 23' MSL.

## KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14,** trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from depature end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32,** trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

## LAFAYETTE, LA

LAFAYETTE RGNL (LFT)
AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L,** 141/29NM, **Rwy 4R,** 140/28.8 NM, **Rwy 11,** 141/29.5 NM, **Rwy 22L,** 143/29.2 NM, **Rwy 22R,** 142/29.2 NM, **Rwy 29,** 142/28.8 NM.

NOTE: **Rwy 4L,** fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL.Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R,** multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11,** multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL. **Rwy 22L,** multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R,** tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to103' AGL/142' MSL. **Rwy 29,** multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

## LAKE PROVIDENCE, LA

BYERLEY

NOTE: **Rwy 17,** tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

## LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 500 before turning.

## LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 1000 before turning.

## LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)
AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17,** tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

## MADISON, MS

BRUCE CAMPBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 200-1.

## MANY, LA

HART (3R4)
ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30,** trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

## MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 700 before turning right.

## MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)
ORIG 09183 (FAA)

NOTE: **Rwy 15,** trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33,** tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

## MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22,** 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1,** antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4,** stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19,** antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22,** numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

## MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS ..... 09295

**Rwy 1R,** 600-1½*
**Rwy 19R,** 600-2**
* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.
** Or standard with minimum climb of 210 ft/NM to 600.
TAKE-OFF OBSTACLES: **Rwy 1R:** Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L:** Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R:** Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10:** Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

## MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 900 before turning west. **Rwy 32,** climb via heading 317° to 900 before turning west. **Rwy 36,** climb via heading 357° to 900 before turning west.
NOTE: **Rwy 4,** tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14,** tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18,** tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22,** sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32,** tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36,** antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from deprture end of runway, 129' right of centerline, 68' AGL/151' MSL.

## NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ORIG 07354 (FAA)

NOTE: **Rwy 13,** multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18,** multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31,** multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36,** multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

## NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)

AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¾ or std. with a min. climb of 336' per NM to600.
NOTE: **Rwy 17,** building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25,** tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35,** light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

## NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.
NOTE: **Rwy 18,** multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

## NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16,** 138/17.2 NM. **Rwy 34,** 136/17.2 NM.
NOTE: **Rwy 16,** trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09295

## NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R,** climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9,** climb to 1500 before turning right, or comply with RADAR vectors.

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy1,** multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45'AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6,** multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10,** obstruction light 623' from departure end of runway, 620' right of centerline, 21'AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginnig 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19,** vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24,** obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28,** tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

## NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. . . . . 09239

DEPARTURE PROCEDURE: **Rwy 4,** Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22,** Diverse departures authorized 044° CW 314°. **Rwy 32,** Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4:** Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14:** Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32:** Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

## NEW ROADS, LA

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36,** fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18,** road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

## OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18,** trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36,** trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

## OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 800 before turning westbound.

## OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 800 before turning east.

## OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18,** tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

## OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 900 before turning.

## PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1¼ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35,** tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

## PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6,** 290°/17.6 NM. **Rwy 24,** 287°/18.2 NM.

NOTE: **Rwy 24,** tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

## PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18,** trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36,** trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

## PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18,** trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36,** pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

## PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12,** poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30,** vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

## RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30,** climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30,** pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

## RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.

NOTE: **Rwy 18,** building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up t o 100' AGL/146' MSL. **Rwy 36,** trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

## RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17,** Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35,** trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

## RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21,** multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

## SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23,** terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14,** multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

## STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18,** multiple trees beginning 52' from departure end of runway,395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36,** windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

## STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)

ORIG 09267 (FAA)

NOTE: **Rwy 13,** trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18,** trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

**Rwy 36,** trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

## SULPHUR, LA

SOUTHLAND FIELD (UXL)

ORIG 09071 (FAA)

NOTE: **Rwy 15,** numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33,** numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

## TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18,** tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

## TUNICA, MS

TUNICA MUNI (UTA)

AMDT 1 09267 (FAA)

NOTE: **Rwy 17,** trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35,** trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

## VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19,** 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1,** trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19,** tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

**VIVIAN, LA**

VIVIAN (3F4)

AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27,** 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1900 before turning left. **Rwy 27,** climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9,** tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27,** vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

**WEST POINT, MS**

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 400-1 ¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36,** railroad track beginning 50' from departure end of runway, on centerline, 23'AGL/232'MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214'MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

**WINONA, MS**

WINONA-MONTGOMERY COUNTY (ONA)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3,** Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21,** Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

| WAAS | APP CRS | Rwy Idg | 4999 |
|---|---|---|---|
| CH 56604 | 185° | TDZE | 226 |
| W18A | | Apt Elev | 226 |

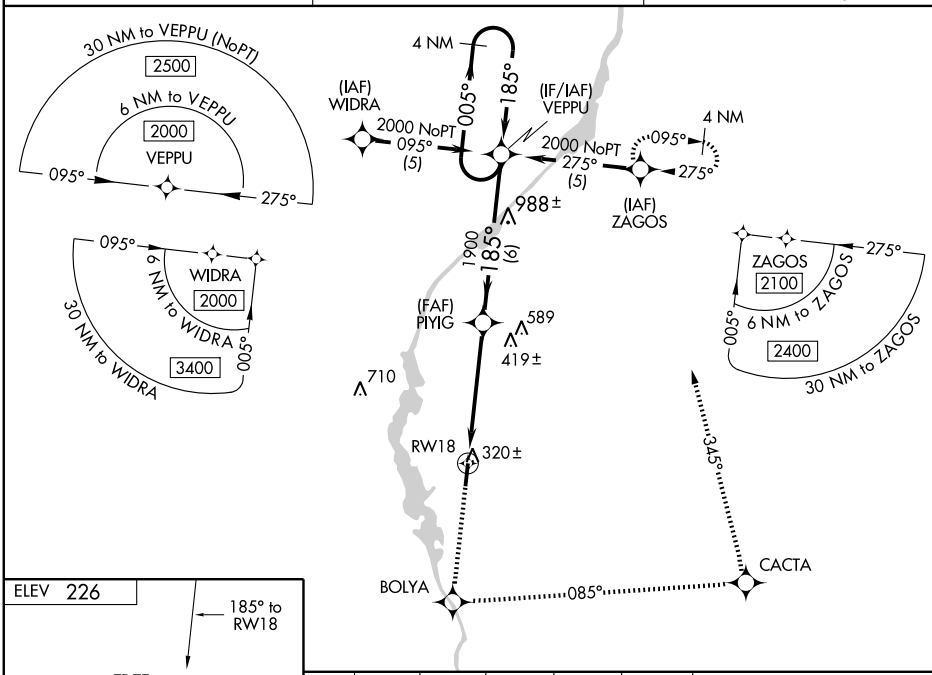
# RNAV (GPS) RWY 18

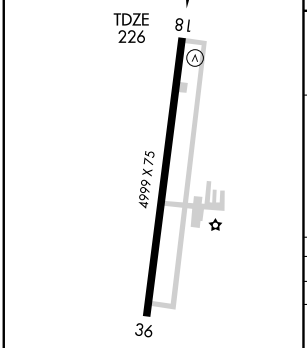
ABERDEEN/ MONROE COUNTY (M40)

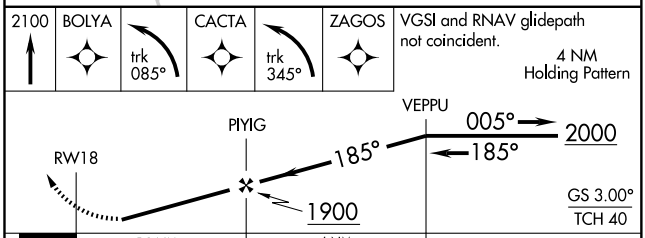
Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C/D ¼.

MISSED APPROACH: Climb to 2100 direct BOLYA and left turn via track 085° to CACTA and left turn via track 345° to ZAGOS and hold.

| AWOS-3 | COLUMBUS APP CON * | UNICOM |
|---|---|---|
| 118.475 | 126.075 239.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 560-1¼ 334 (400-1¼) | | | |
| LNAV/VNAV DA | 590-1¼ 364 (400-1¼) | | | |
| LNAV MDA | 660-1 434 (500-1) | | 660-1¼ 434 (500-1¼) | 660-1½ 434 (500-1½) |
| CIRCLING | 720-1 494 (500-1) | | 720-1½ 494 (500-1½) | 780-2 554 (600-2) |

REIL Rwy 18 L
MIRL Rwy 18-36 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 4999 |
|---|---|---|---|
| CH 70414 | 005° | TDZE | 226 |
| W36A | | Apt Elev | 226 |

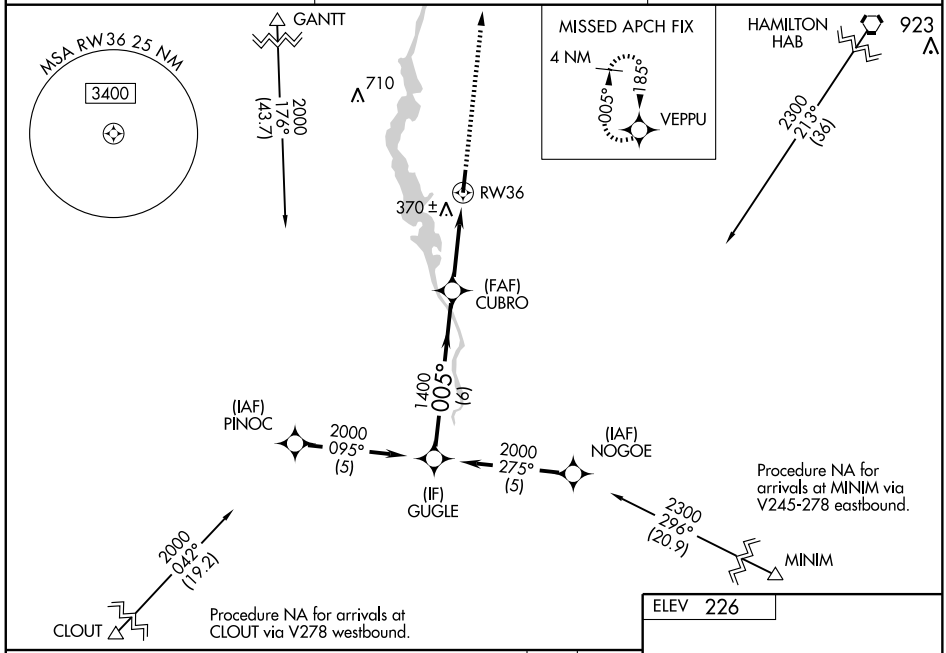
# RNAV (GPS) RWY 36

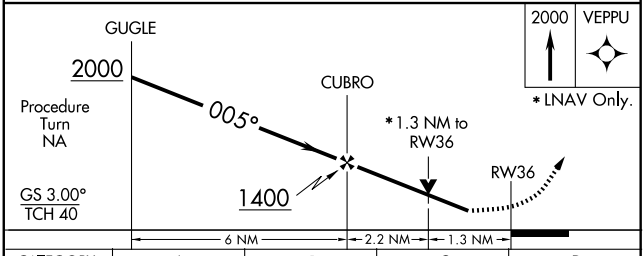
ABERDEEN/ MONROE COUNTY (M40)

Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Golden Triangle Rgnl altimeter setting.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C and D ¼.

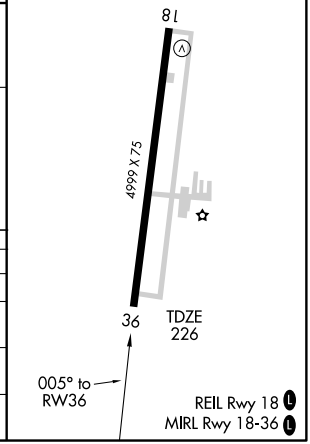
MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

| AWOS-3 | COLUMBUS APP CON * | UNICOM |
|---|---|---|
| 118.475 | 126.075 239.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 559-1¼ 333 (400-1¼) | | | |
| LNAV/VNAV DA | 715-1¾ 489 (500-1¾) | | | |
| LNAV MDA | 680-1 454 (500-1) | | 680-1¼ 454 (500-1¼) | 680-1½ 454 (500-1½) |
| CIRCLING | 720-1 494 (500-1) | | 720-1½ 494 (500-1½) | 780-2 554 (600-2) |




SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC IGB | APP CRS | Rwy Idg 4999 |
|---|---|---|
| 116.2 | 179° | TDZE 226 |
| Chan 109 | | Apt Elev 226 |

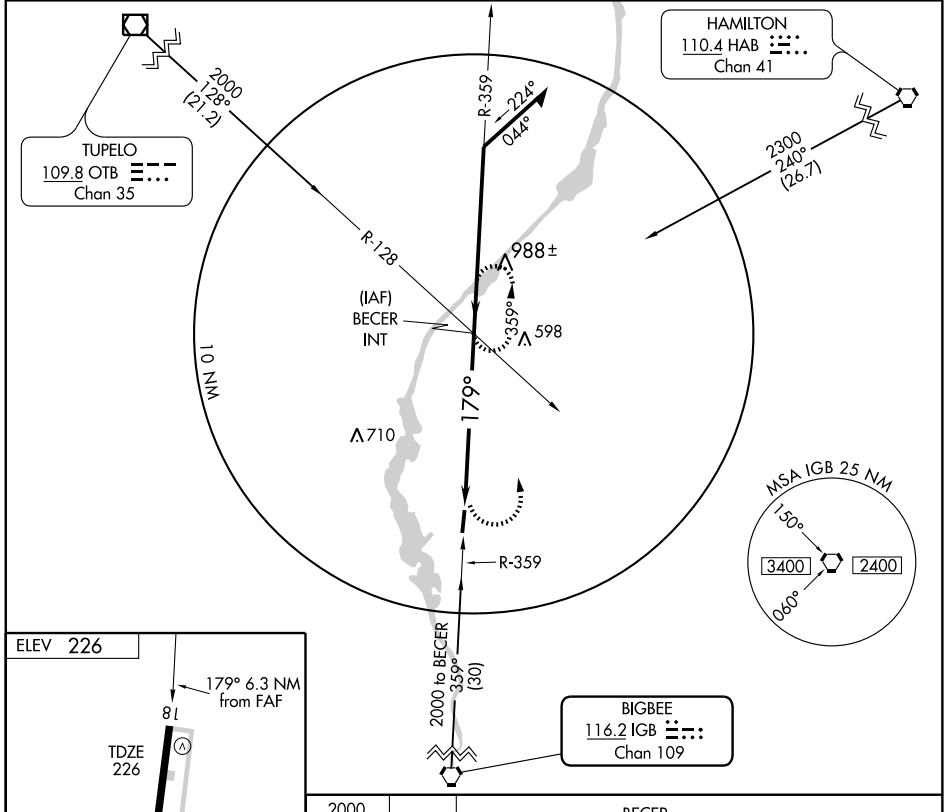
# VOR RWY 18

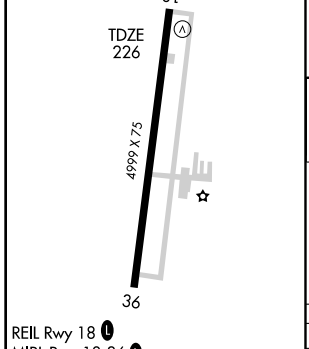
ABERDEEN/ MONROE COUNTY (M40)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 via IGB VORTAC R-359 to BECER INT and hold.

| AWOS-3 | COLUMBUS APP CON ★ | UNICOM |
|---|---|---|
| 118.475 | 126.075 239.25 | 122.8 (CTAF) |

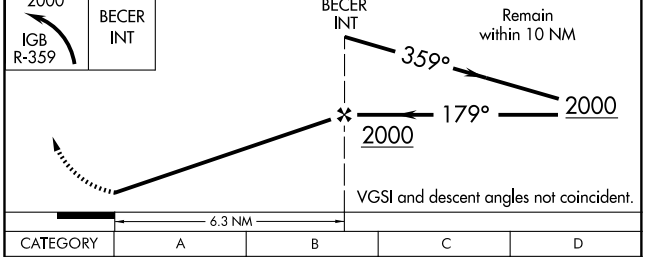



REIL Rwy 18
MIRL Rwy 18-36

FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 880-1<br>654 (700-1) | 880-1¼<br>654 (700-1¼) | 880-1¾<br>654 (700-1¾) | 880-2<br>654 (700-2) |
| CIRCLING | 880-1<br>654 (700-1) | 880-1¼<br>654 (700-1¼) | 880-1¾<br>654 (700-1¾) | 880-2<br>654 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC/DME I-PMU | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.35 | 189° | TDZE | 221 |
| Chan 40 (Y) | | Apt Elev | 221 |

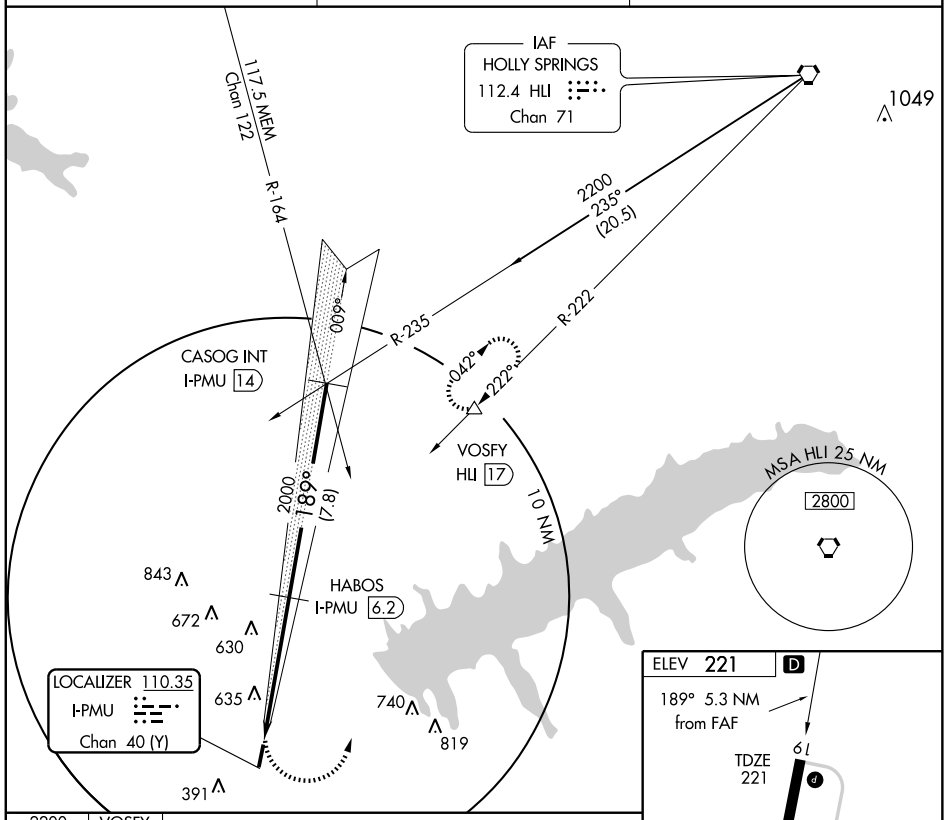
# LOC/DME RWY 19

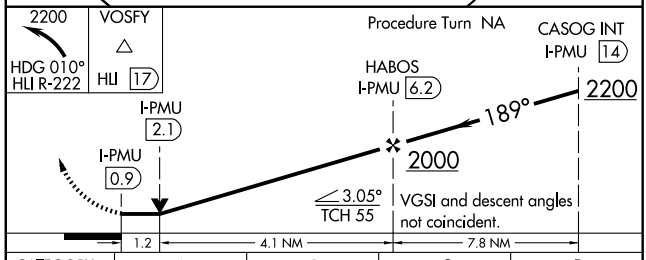
BATESVILLE/ PANOLA COUNTY (PMU)

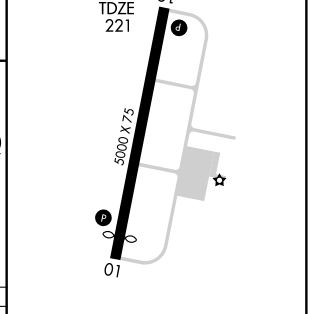
T
NA
If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet.
VDP NA with Oxford altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 via heading 010° and HLI R-222 to VOSFY/17 DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.225 | 128.5 381.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 760-1 | 540 (600-1) | 760-1½ 540 (600-1½) | 760-1¾ 540 (600-1¾) |
| CIRCLING | 760-1 | 539 (600-1) | 940-2 719 (800-2) | 940-2¼ 719 (800-2¼) |

MIRL Rwy 1-19

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 4410 |
|---|---|---|
| 009° | TDZE | 219 |
| | Apt Elev | 221 |

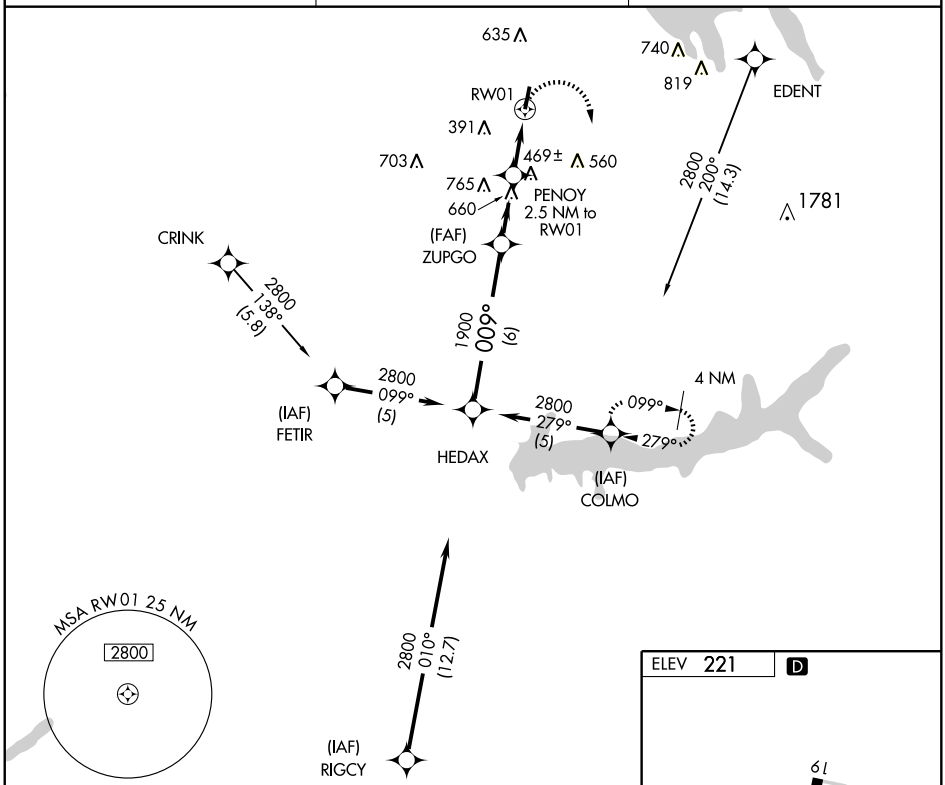
# RNAV (GPS) RWY 1

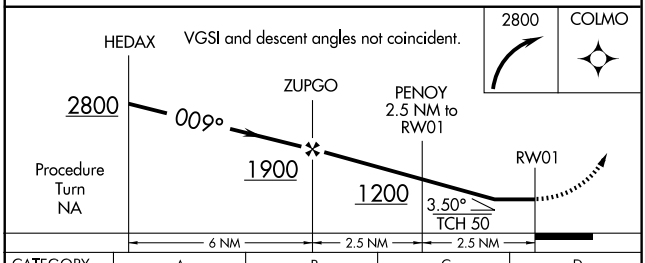
BATESVILLE/ PANOLA COUNTY (PMU)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

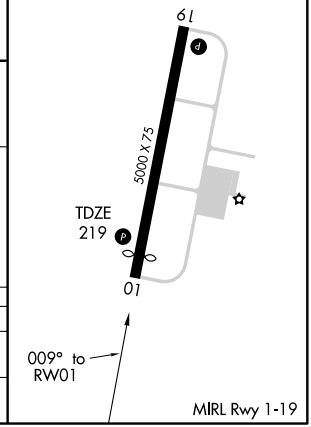
MISSED APPROACH: Climbing right turn to 2800 direct COLMO WP and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.225 | 128.5 381.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 | 501 (500-1) | 720-1½ | 501 (500-1½) |
| CIRCLING | 740-1 | 519 (600-1) | 1000-2¼ 779 (800-2¼) | 1000-2½ 779 (800-2½) |




SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 189° | TDZE | 219 |
| | Apt Elev | 221 |

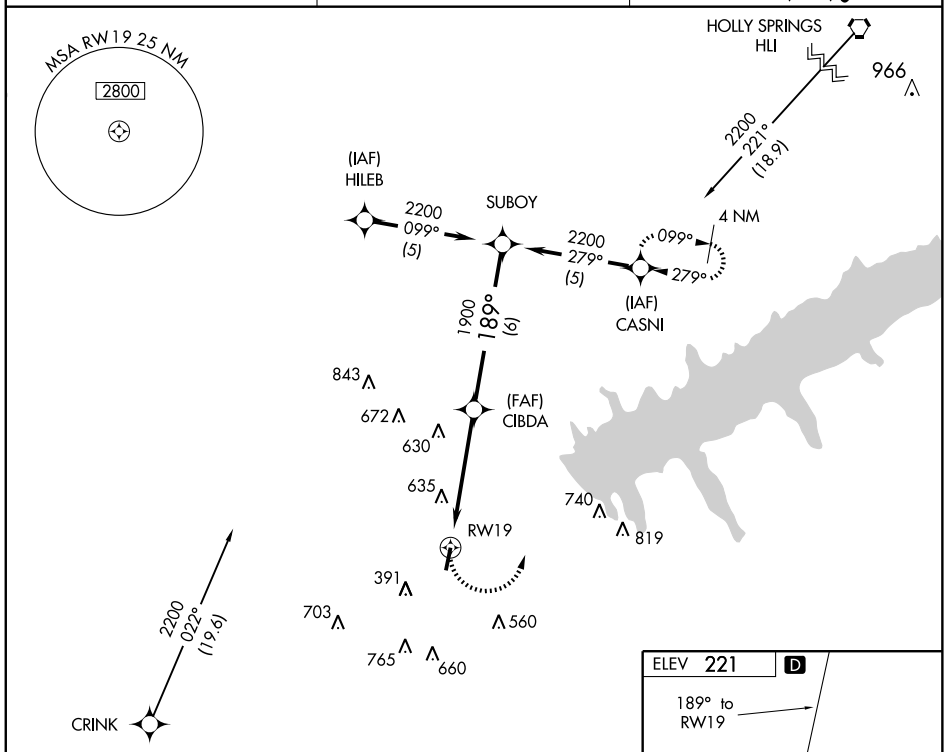
# RNAV (GPS) RWY 19

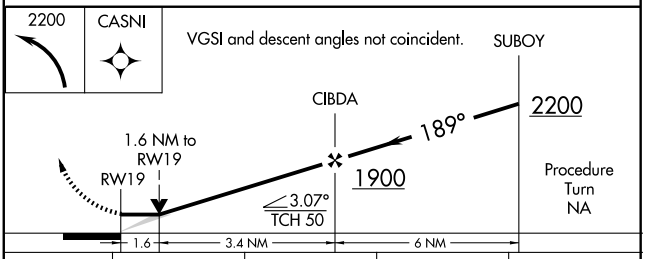
BATESVILLE/ PANOLA COUNTY (PMU)

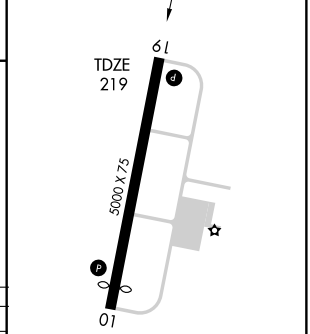
T NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2200 direct to CASNI WP and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.225 | 128.5 381.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 | 721 (800-1) | 940-2<br>721 (800-2) | 940-2¼<br>721 (800-2¼) |
| CIRCLING | 940-1 | 719 (800-1) | 1000-2¼<br>779 (800-2¼) | 1000-2½<br>779 (800-2½) |

MIRL Rwy 1-19

SC-4, 22 OCT 2009 to 19 NOV 2009

BAY ST. LOUIS, MISSISSIPPI

AL-5860 (FAA)

# ILS or LOC RWY 18

BAY ST. LOUIS/STENNIS INTL (HSA)

| LOC I-HSA | APP CRS | Rwy Idg | 8497 |
|---|---|---|---|
| 110.35 | 179° | TDZE | 23 |
| | | Apt Elev | 23 |

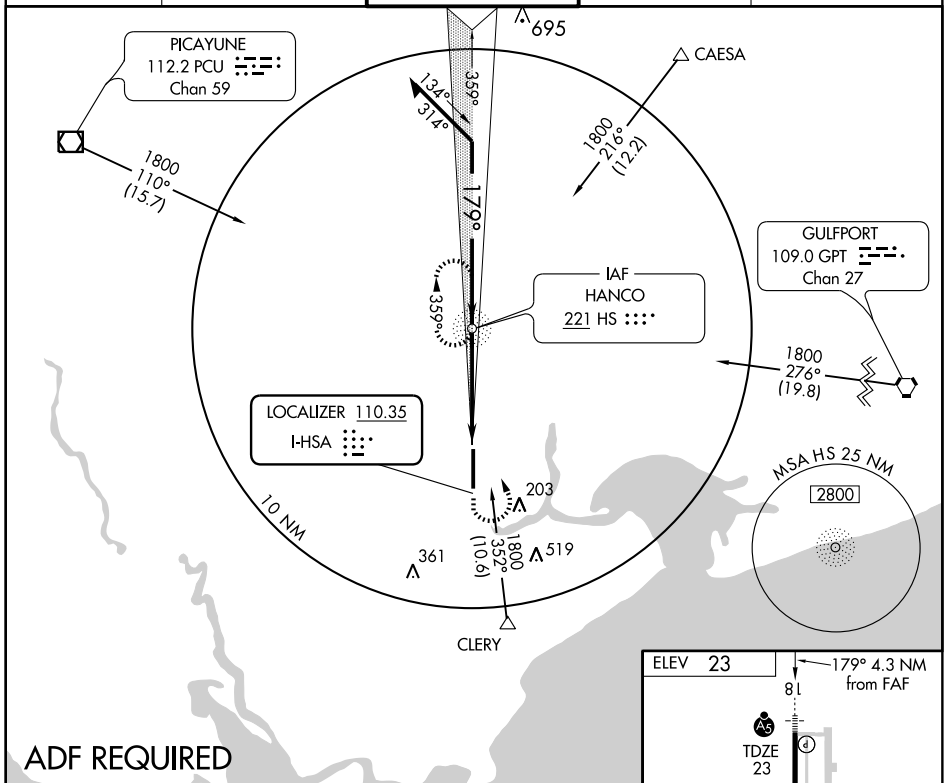
NA

If local altimeter setting not received, use Gulfport altimeter setting and increase decision altitude to 270 feet and all MDAs 60 feet.

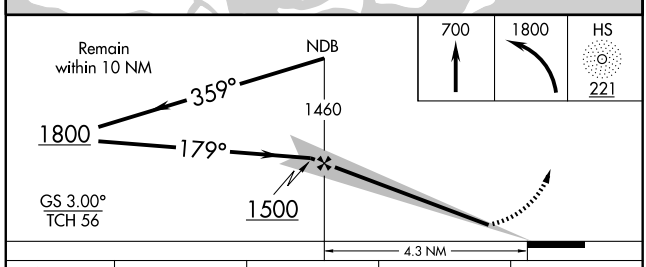
MALSR

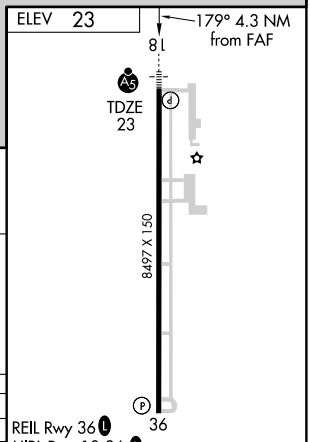
MISSED APPROACH: Climb to 700 then climbing left turn to 1800 direct HS NDB and hold.

| AWOS-3 | GULFPORT APP CON★ | STENNIS TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 124.6 354.1 | 127.15 | 121.725 | 123.0 (CTAF) L |




ADF REQUIRED




REIL Rwy 36 L
HIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 223-½ 200 (200-½) | | | |
| S-LOC 18 | 460-½ 437 (500-½) | | 460-¾ 437 (500-¾) | 460-1 437 (500-1) |
| CIRCLING | 460-1 437 (500-1) | 480-1 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| NDB HS | APP CRS | Rwy Idg | 8497 |
|---|---|---|---|
| 221 | 178° | TDZE | 23 |
| | | Apt Elev | 23 |

# NDB RWY 18

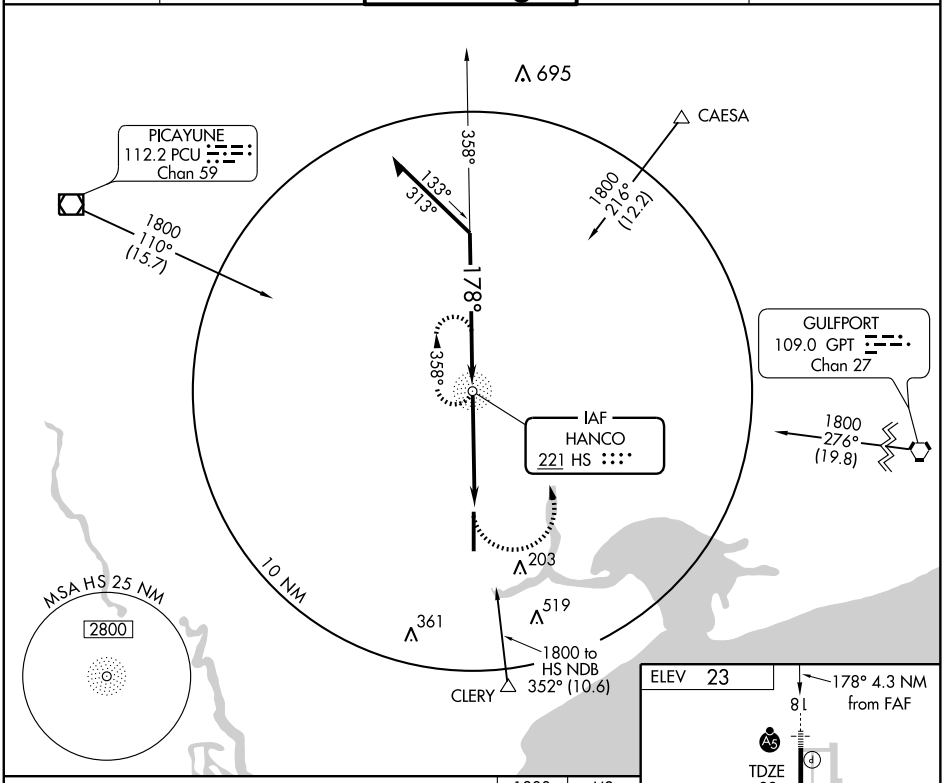
BAY ST. LOUIS /STENNIS INTL (HSA)

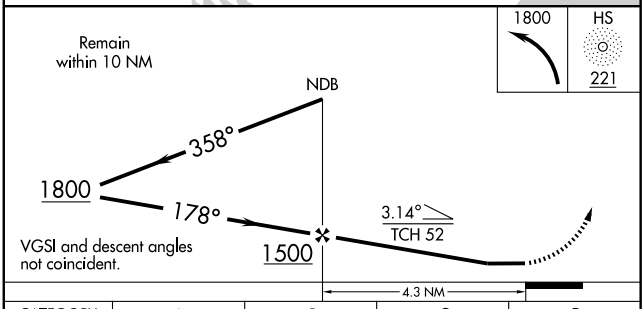
NA If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet.

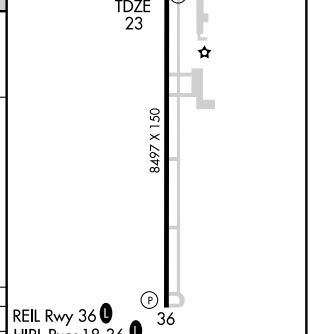
MALSR

MISSED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.

| AWOS-3 | GULFPORT APP CON★ | STENNIS TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 124.6 354.1 | 127.15 | 121.725 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 600-¾ 577 (600-¾) | | 600-1 577 (600-1) | 600-1½ 577 (600-1½) |
| CIRCLING | 600-1 577 (600-1) | | 600-1½ 577 (600-1½) | 600-2 577 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

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| APP CRS | Rwy Idg | 8497 |
|---|---|---|
| 179° | TDZE | 23 |
| | Apt Elev | 23 |

# RNAV (GPS) RWY 18

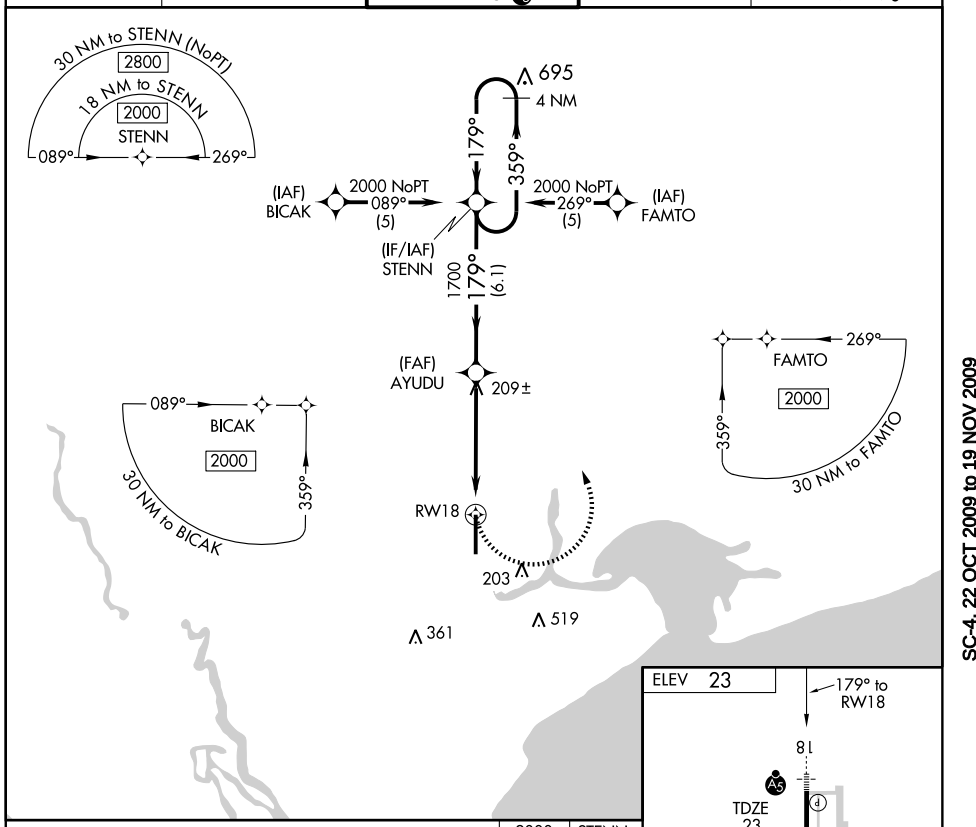
BAY ST. LOUIS /STENNIS INTL (HSA)

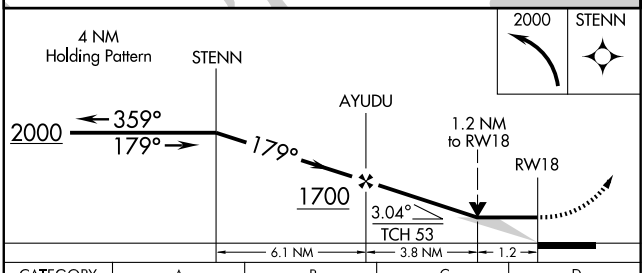
If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Gulfport altimeter setting.

MALSR

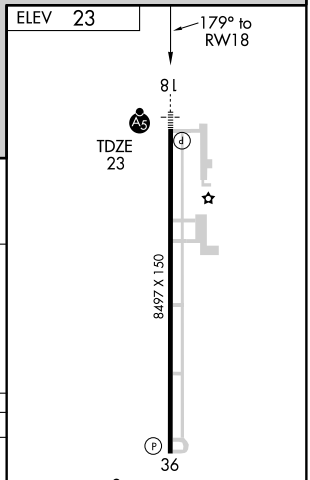
MISSED APPROACH: Climbing left turn to 2000 direct STENN and hold.

| AWOS-3 | GULFPORT APP CON ★ | STENNIS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 124.6 354.1 | 127.15 | 121.725 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-½ 437 (500-½) | | 460-¾ 437 (500-¾) | 460-1 437 (500-1) |
| CIRCLING | 460-1 437 (500-1) | 480-1 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |




REIL Rwys 36 L

HIRL Rwy 18-36 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 63109 W36A | APP CRS 359° | Rwy Idg 8497<br>TDZE 14<br>Apt Elev 23 |
|---|---|---|

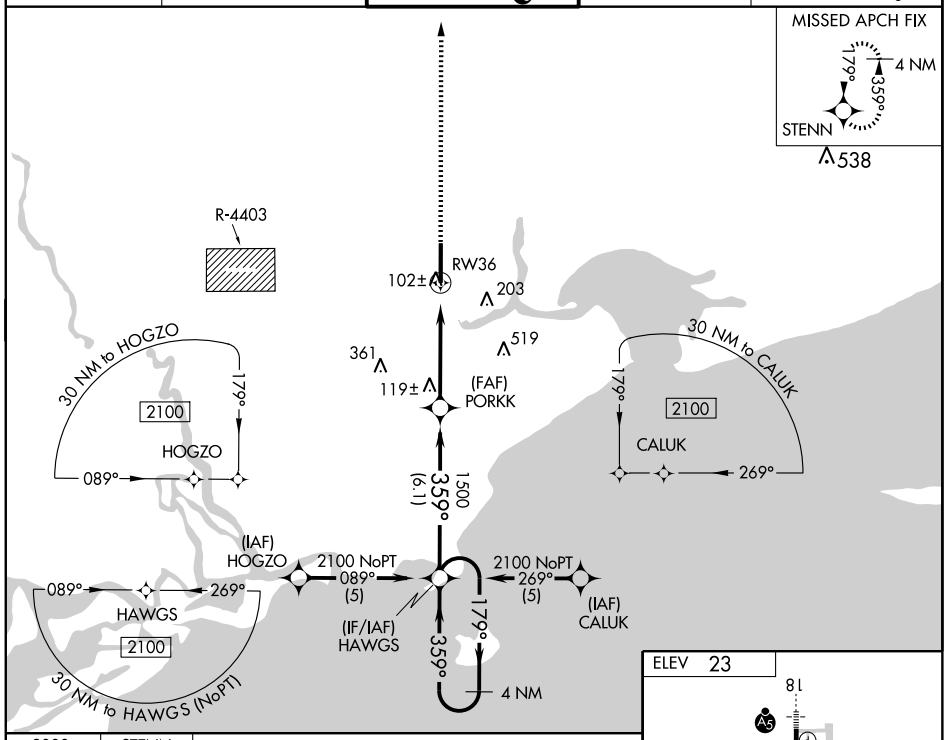
# RNAV (GPS) RWY 36

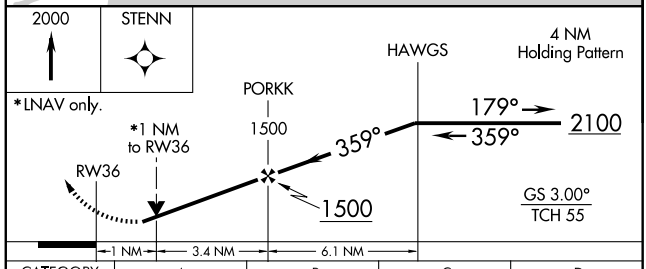
BAY ST. LOUIS/STENNIS INTL (HSA)

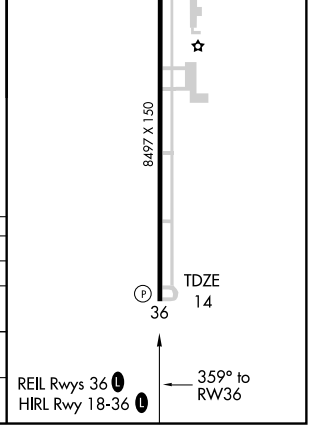
Baro-VNAV NA when using Gulfport altimeter setting. For uncompensated Baro-VANV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 378, LNAV/VNAV DA to 409. Increase LPV visibility ¼ mile. Increase all MDA 60 feet and Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Gulfport altimeter setting.

MISSED APPROACH: Climb to 2000 direct STENN and hold.

| AWOS-3 | GULFPORT APP CON ★ | STENNIS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 124.6 354.1 | 127.15 (A5) | 121.725 | 123.0 (CTAF) (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 331-1 | 317 (400-1) | | |
| LNAV/VNAV DA | 362-1¼ | 348 (400-1¼) | | |
| LNAV MDA | 380-1 | 366 (400-1) | | 380-1¼ 366 (400-1¼) |
| CIRCLING | 520-1 | 497 (500-1) | 520-1½ 497 (500-1½) | 580-2 557 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC GPT 109.0 Chan 27 | APP CRS 261° | Rwy Idg N/A TDZE N/A Apt Elev 23 |
|---|---|---|

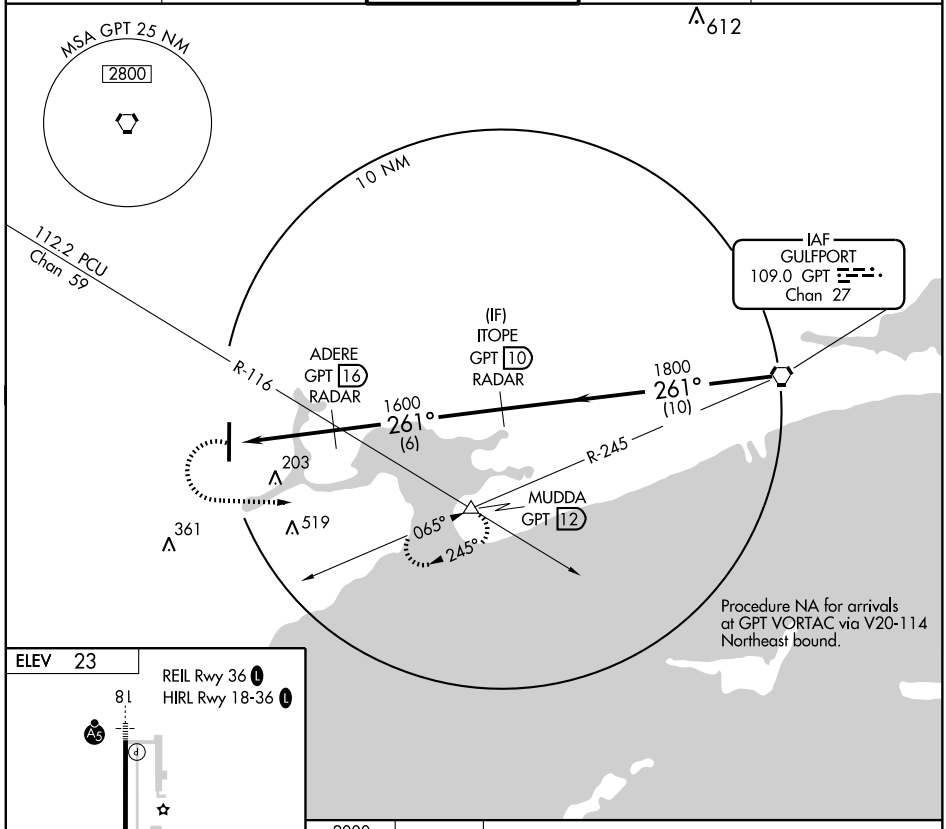
# VOR-A

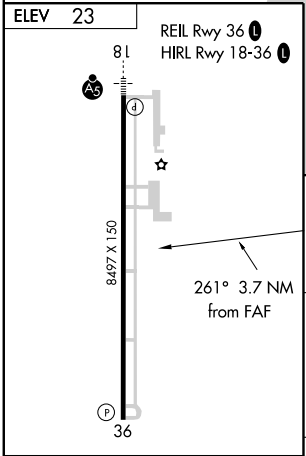
BAY ST. LOUIS/STENNIS INTL (HSA)

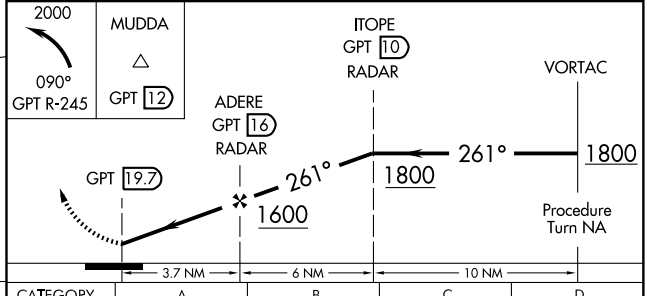
△ If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet. DME or radar required.

MISSED APPROACH: Climbing left turn to 2000 via heading 090°and GPT R-245 to MUDDA Int/GPT 12 DME and hold.

| AWOS-3 118.375 | GULFPORT APP CON★ 124.6 354.1 | STENNIS TOWER★ 127.15 (As) | GND CON 121.725 | UNICOM 123.0 (CTAF) (L) |
|---|---|---|---|---|



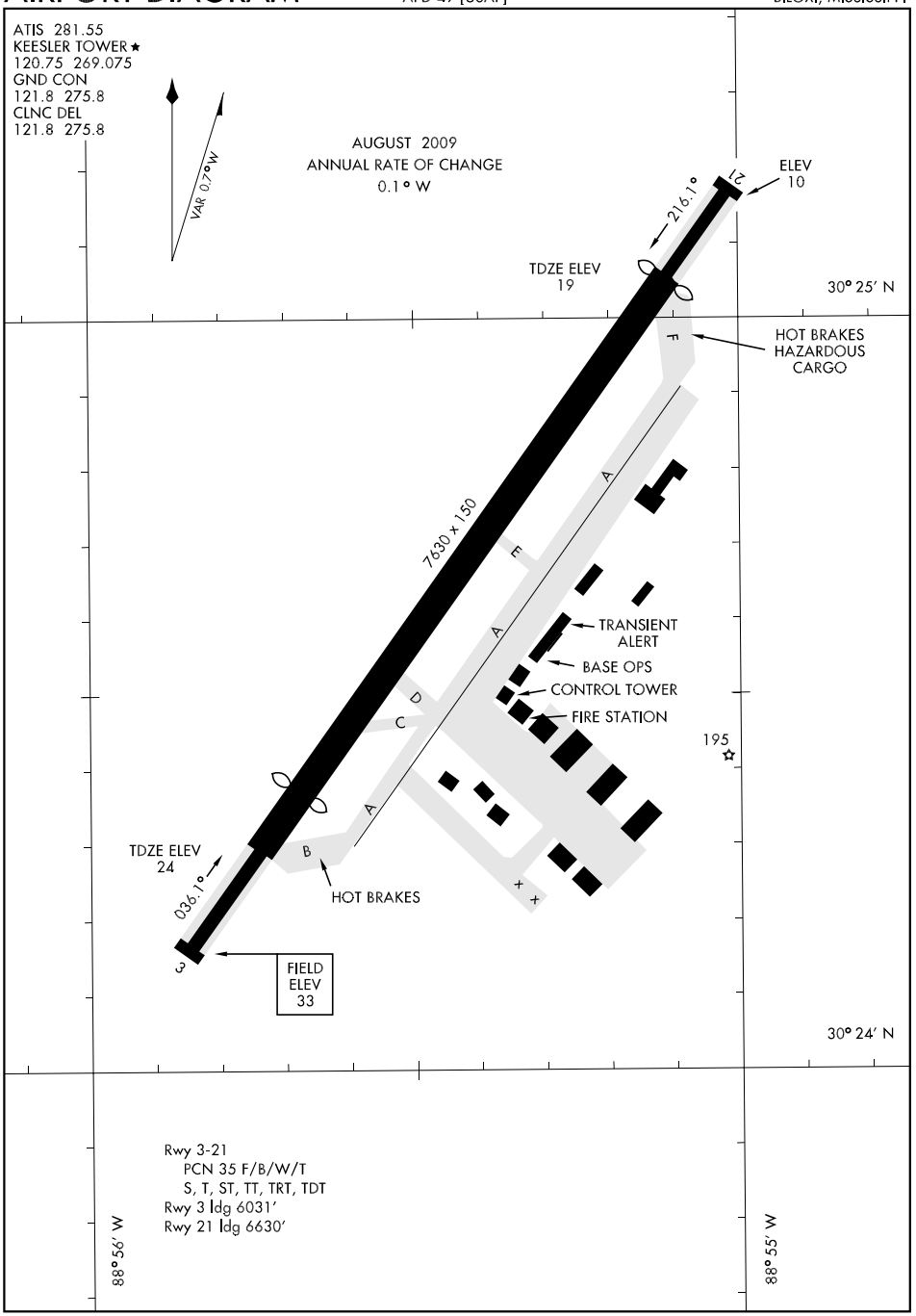




| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 460-1 437 (500-1) | 480-1 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009




SC-4, 22 OCT 2009 to 19 NOV 2009

# ILS or LOC/DME RWY 21

| LOC I-BIX | APCH CRS | Rwy ldg 6630 TDZE 19 Arpt Elev 33 | AL-49 [USAF] | KEESLER AFB (KBIX) |
|---|---|---|---|---|
| 109.7 | 214° | | | |

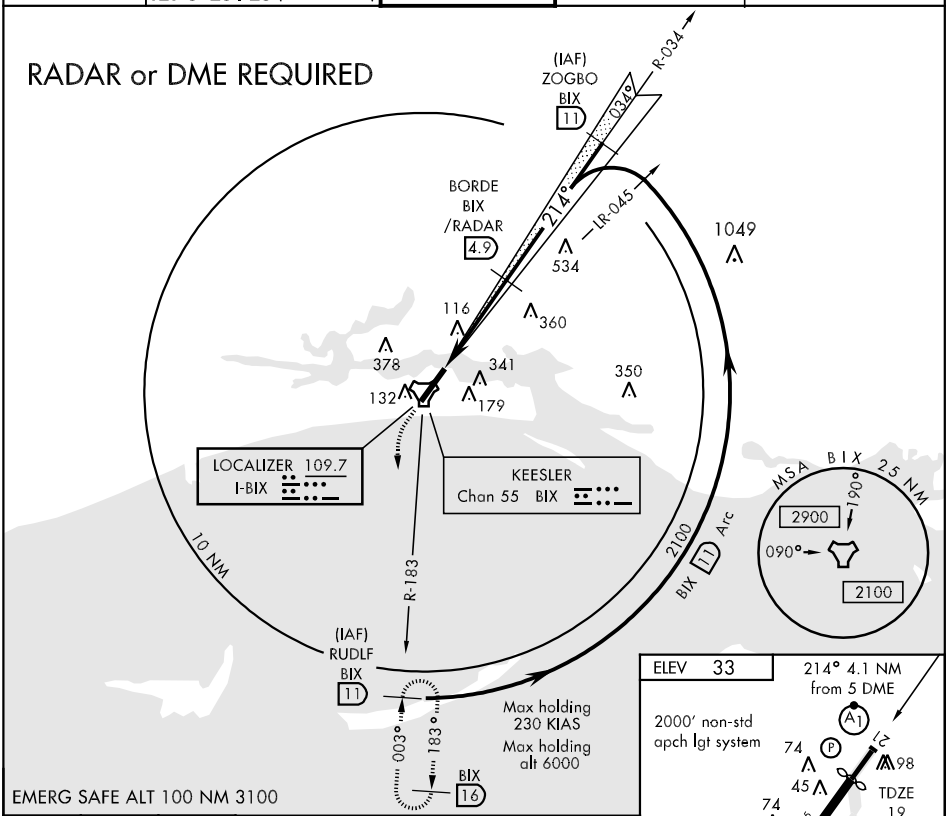
▼ * When ALS inop, increase CAT ABCD RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles and CAT D vis to 1½ miles.

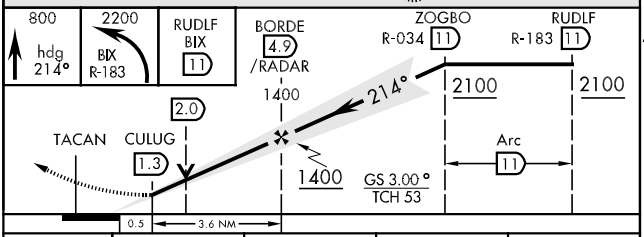
ALSF-1 (A1)

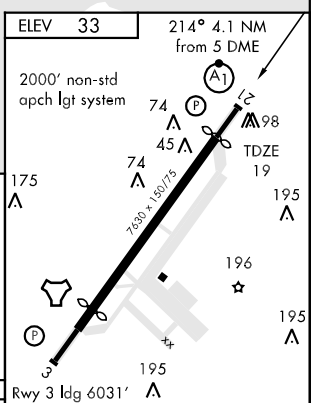
MISSED APPROACH: Climb to 800 heading 214°, upon reaching 800 turn left climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

| ATIS | GULFPORT APP CON | KEESLER TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 281.55 | 124.6 354.1 (130°- 309°)<br>127.5 254.25 (310°- 129°) | 120.75 269.075 | 121.8 275.8 | 121.8 275.8 |

RADAR or DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21* | 219/24 200 (200-½) | | | |
| S-LOC 21** | 460/24 441 (500-½) | | 460/40 441 (500-¾) | 460/50 441 (500-1) |
| CIRCLING | 620-1 587 (600-1) | 700-1 667 (700-1) | 700-1¾ 667 (700-1¾) | 740-2¼ 707 (800-2¼) |

| FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

# TACAN RWY 3

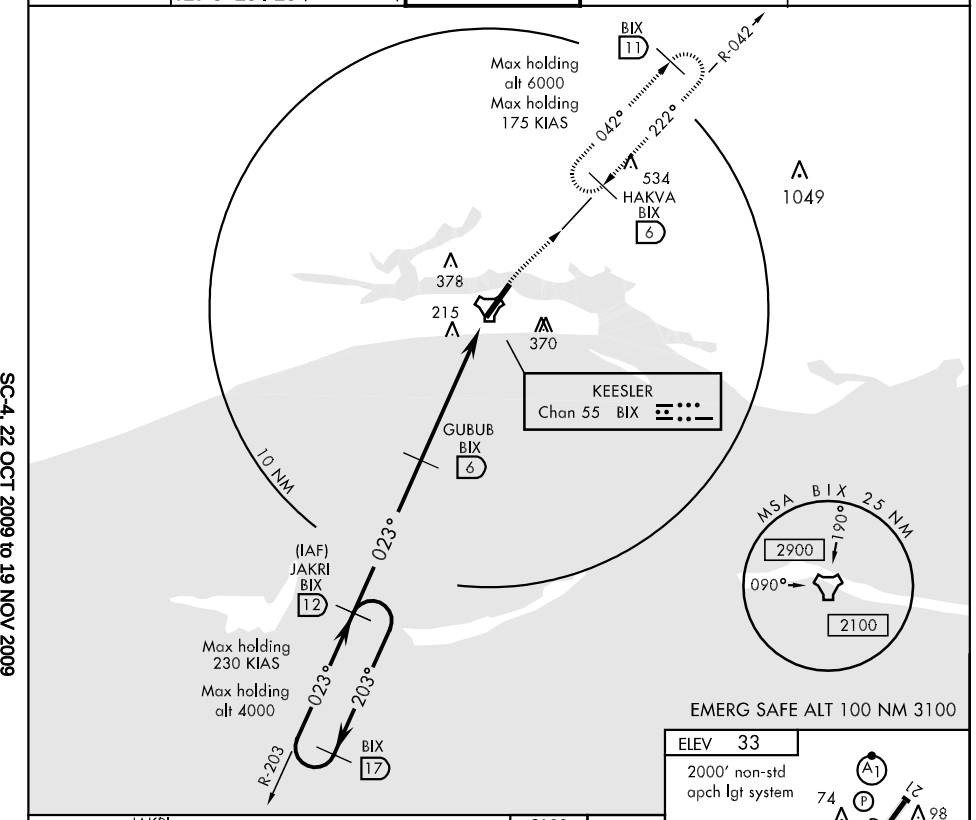
| TACAN | APCH CRS | Rwy ldg | 6031 |
|---|---|---|---|
| Chan 55 | 023° | TDZE | 23 |
| | | Arpt Elev | 33 |

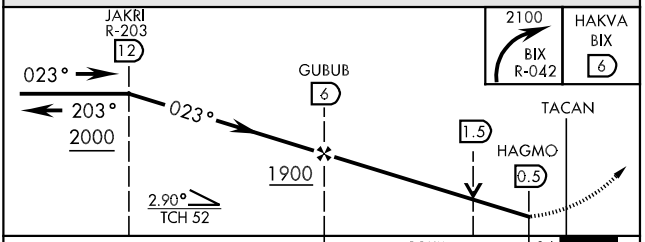
AL-49 [USAF]

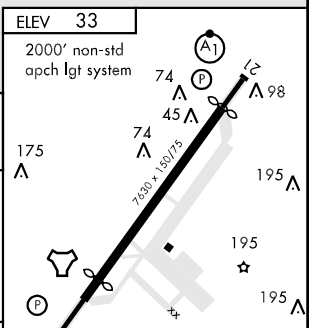
KEESLER AFB (KBIX)

MISSED APPROACH: Turn right climbing to 2100 direct to HAKVA (BIX TACAN R-042/6 DME) and hold.

| ATIS | GULFPORT APP CON | KEESLER TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 281.55 | 124.6 354.1 (130°- 309°)<br>127.5 254.25 (310°- 129°) | 120.75 269.075 | 121.8 275.8 | 121.8 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 520/50 497 (500-1) | | 520/60<br>497 (500-1¼) | 520-1½<br>497 (500-1½) |
| CIRCLING | 620-1<br>587 (600-1) | 700-1<br>667 (700-1) | 700-1¾<br>667 (700-1¾) | 740-2¼<br>707 (800-2¼) |



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# TACAN RWY 21

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| BIX Chan 55 | 219° | 6630 | 19 | 33 |

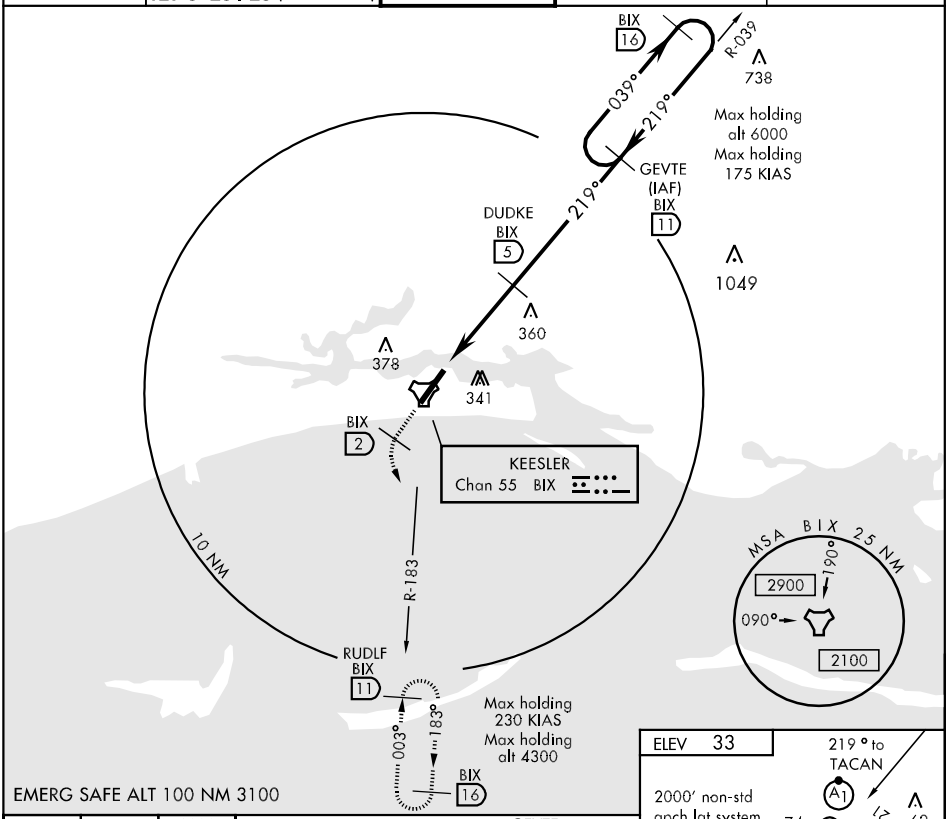
AL-49 [USAF] — KEESLER AFB (KBIX)

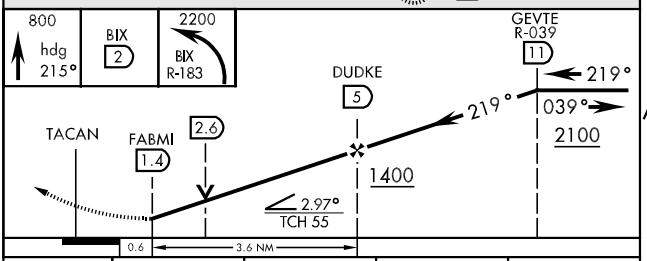
▼ * When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles.

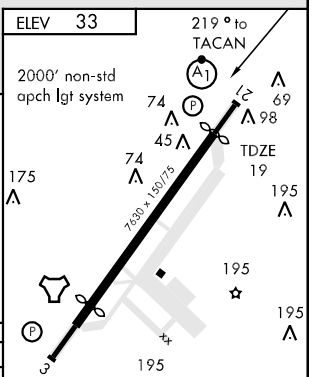
ALSF-1

MISSED APPROACH: Climb to 800 heading 215° until 2 DME, then left turn climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

| ATIS | GULFPORT APP CON | KEESLER TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 281.55 | 124.6 354.1 (130°- 309°)<br>127.5 254.25 (310°- 129°) | 120.75 269.075 | 121.8 275.8 | 121.8 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21* | 640/40 621 (700-¾) | | 640/60 621 (700-1¼) | 640-1½ 621 (700-1½) |
| CIRCLING | 640-1 607 (700-1) | 700-1 667 (700-1) | 700-1¾ 667 (700-1¾) | 740-2¼ 707 (800-2¼) |

# VOR/DME-A

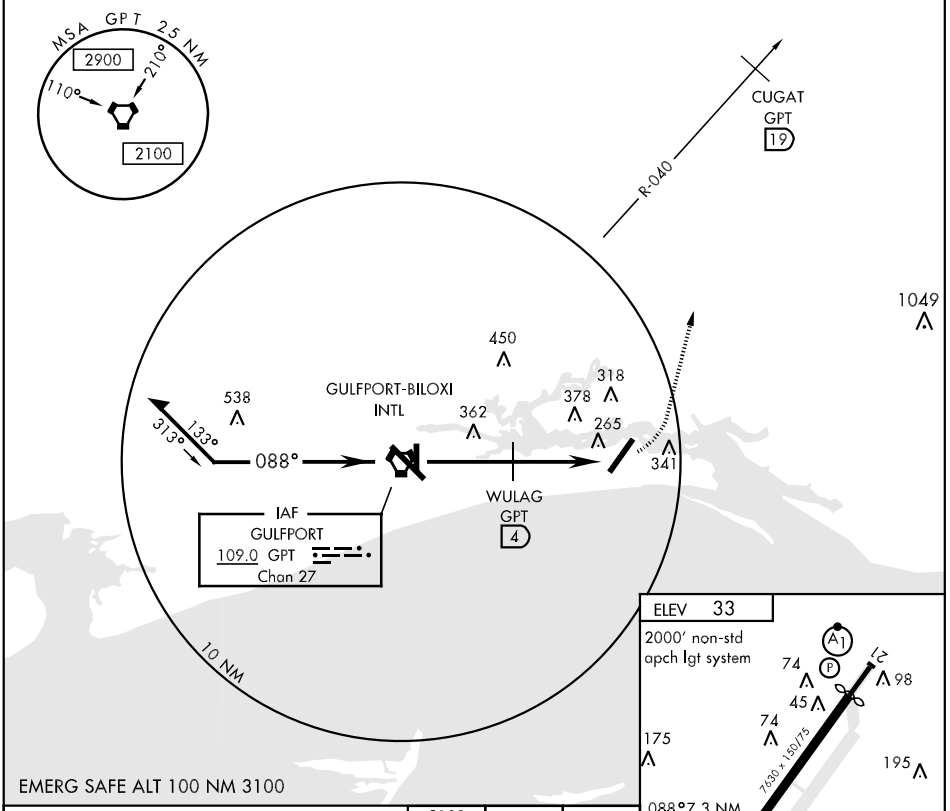
| VORTAC GPT | APCH CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.0 | 088° | TDZE | N/A |
| Chan 27 | | Arpt Elev | 33 |

AL-49 [USAF]

KEESLER AFB (KBIX)

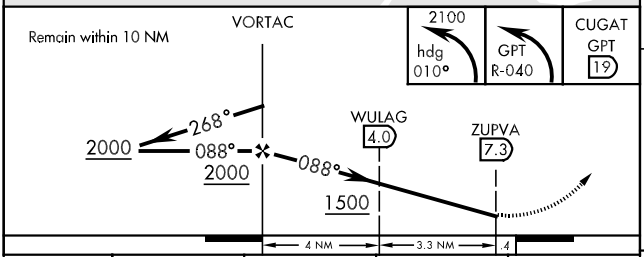
MISSED APPROACH: Turn left heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME).

| ATIS | GULFPORT APP CON | KEESLER TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 281.55 | 124.6 354.1 (130°- 309°)<br>127.5 254.25 (310°- 129°) | 120.75 269.075 | 121.8 275.8 | 121.8 275.8 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1040-1¼<br>1007 (1100-1¼) | 1040-1½<br>1007 (1100-1½) | 1040-3 1007 (1100-3) | |

| FAF to MAP 7.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:18 | 4:52 | 3:39 | 2:55 | 2:26 |



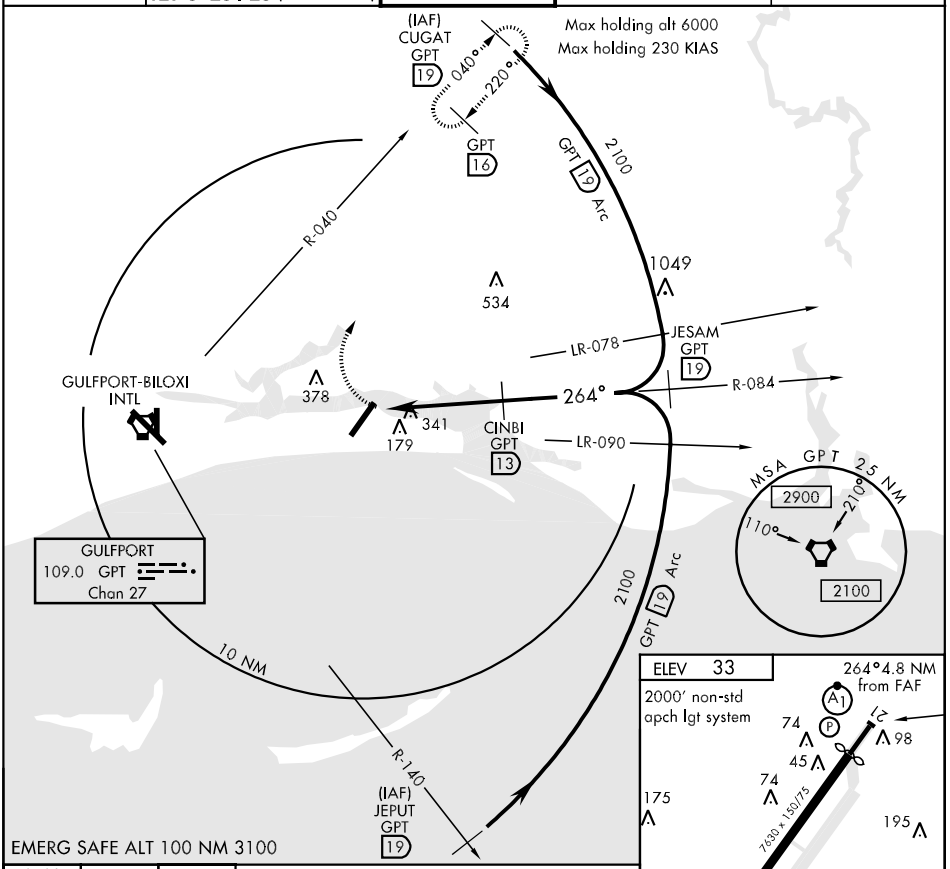
SC-4, 22 OCT 2009 to 19 NOV 2009

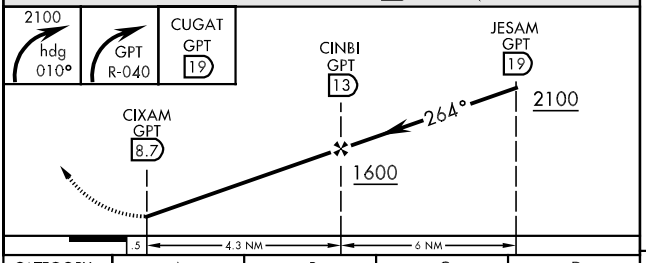
# VOR/DME-B or TACAN-B

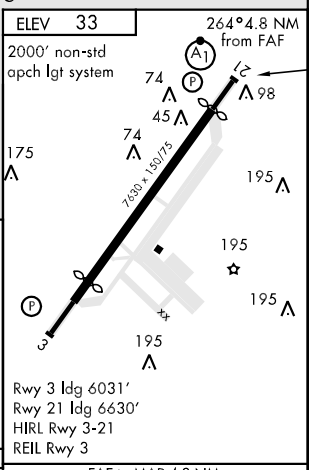
| VORTAC GPT 109.0 Chan 27 | APCH CRS 264° | Rwy ldg N/A TDZE N/A Arpt Elev 33 | AL-49 [USAF] | KEESLER AFB (KBIX) |
|---|---|---|---|---|

MISSED APPROACH: Turn right heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME) and hold.

| ATIS | GULFPORT APP CON | KEESLER TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 281.55 | 124.6 354.1 (130°- 309°)<br>127.5 254.25 (310°- 129°) | 120.75 269.075 | 121.8 275.8 | 121.8 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-1<br>627 (700-1) | 700-1<br>667 (700-1) | 700-1¾<br>667 (700-1¾) | 740-2¼<br>707 (800-2¼) |

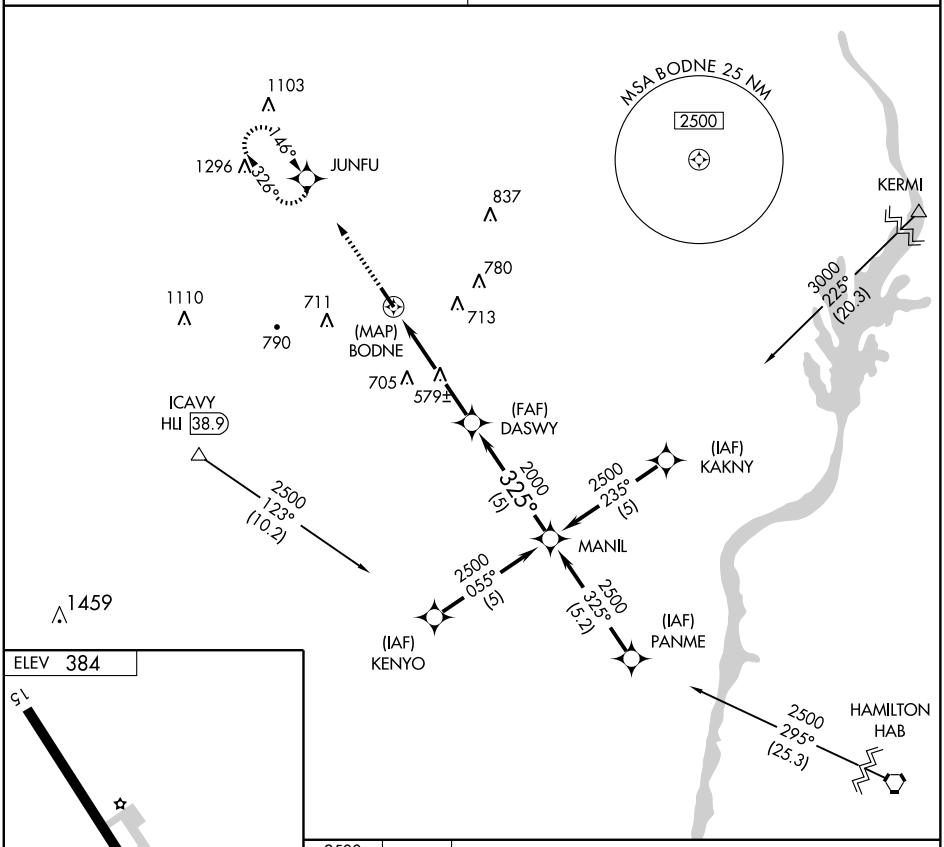
| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

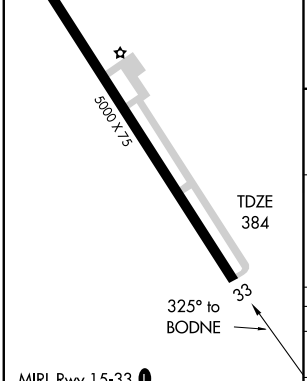
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 325° | TDZE | 384 |
| | Apt Elev | 384 |

# GPS RWY 33

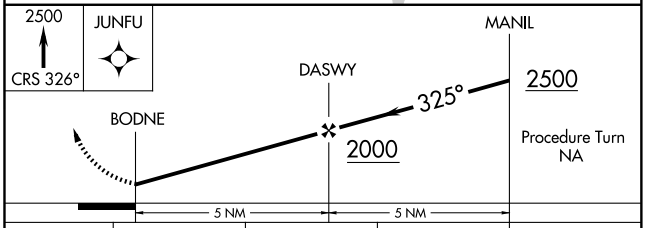
## BOONEVILLE/BALDWYN (8M1)

| | |
|---|---|
| ⚠ NA Use Tupelo Regional, MS altimeter setting. | MISSED APPROACH: Climb to 2500 via 326° course to JUNFU WP and hold. |
| MEMPHIS CENTER **135.9 273.55** | UNICOM **122.8** (CTAF) L |




MIRL Rwy 15-33 L
REIL Rwy 15 and 33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 900-1 516 (600-1) | | 900-1½ 516 (600-1½) | NA |
| CIRCLING | 920-1 536 (600-1) | | 920-1½ 536 (600-1½) | NA |

SC-4, 22 OCT 2009 to 19 NOV 2009

BOONEVILLE/BALDWYN, MISSISSIPPI

AL-6948 (FAA)

| VOR/DME OTB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.8 | 015° | TDZE | N/A |
| Chan 35 | | Apt Elev | 384 |

# VOR/DME or GPS-A

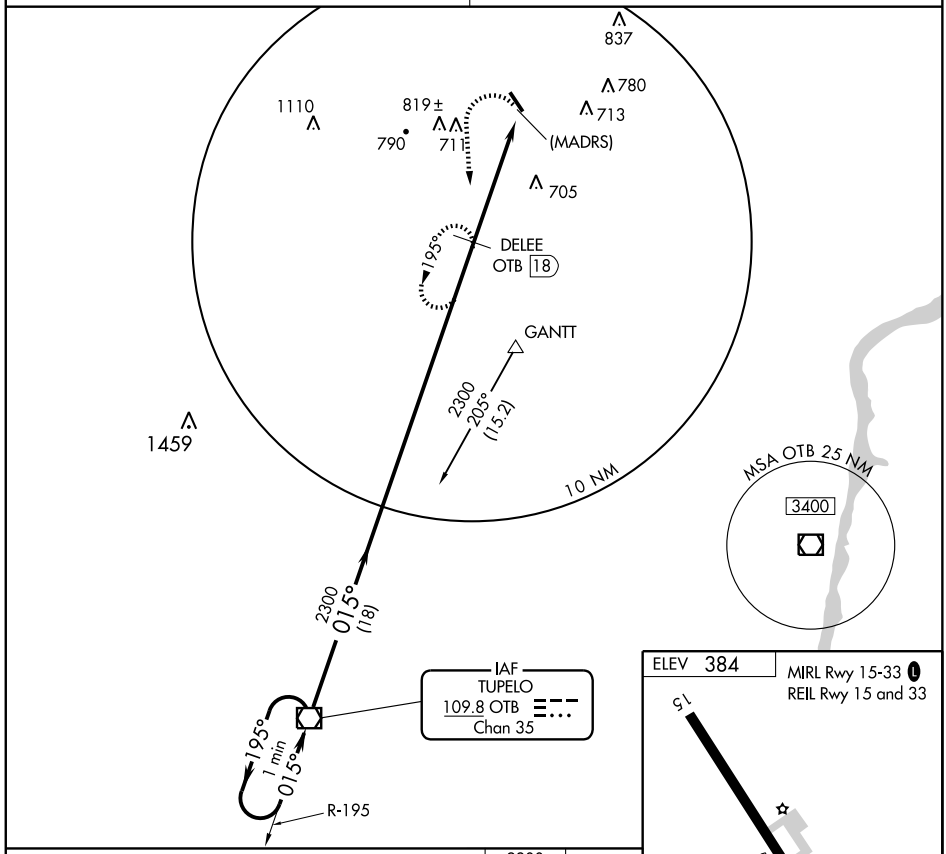
## BOONEVILLE/BALDWYN (8M1)

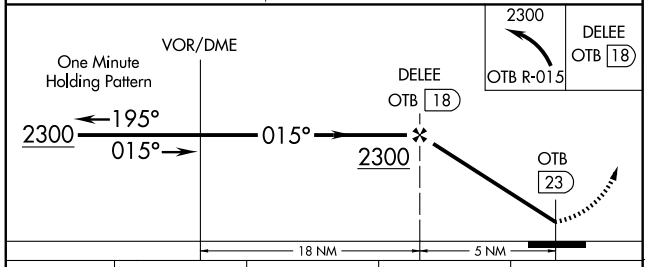
NA Use Tupelo altimeter setting.

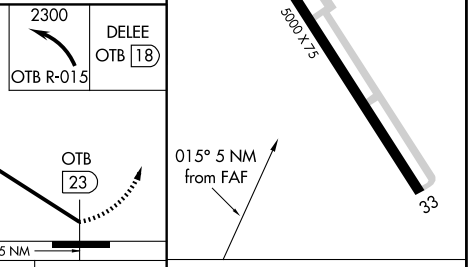
MISSED APPROACH: Climbing left turn to 2300 via OTB R-015 to DELEE/OTB 18 DME and hold.

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) L







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1040-1<br>656 (700-1) | 1040-1¼<br>656 (700-1¼) | 1040-1¾<br>656 (700-1¾) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

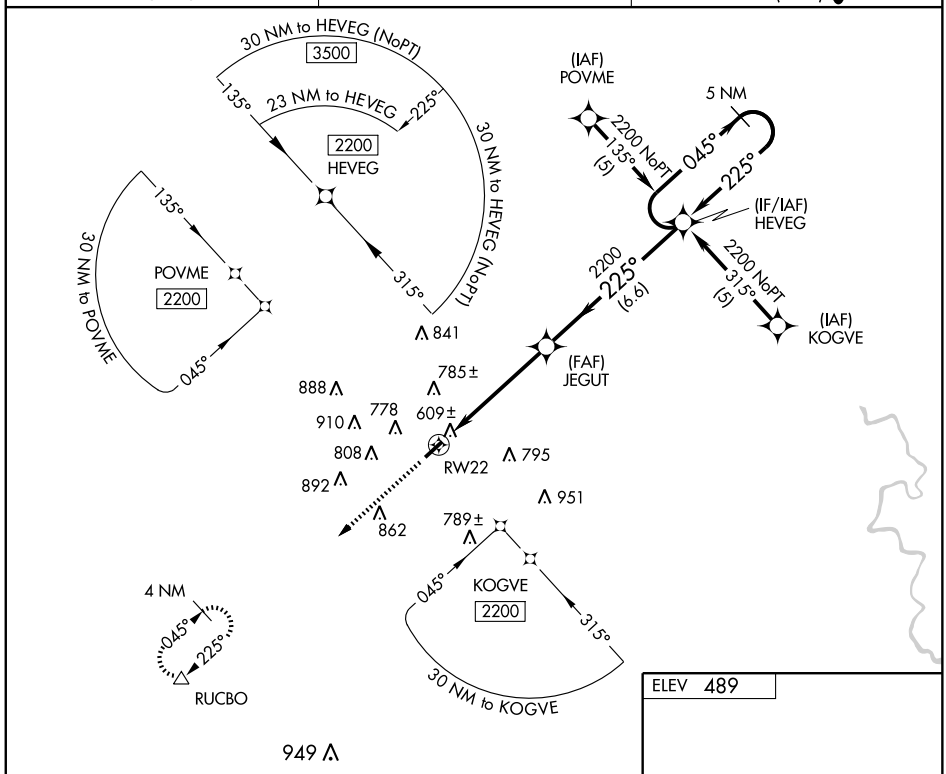
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 225° | TDZE | 487 |
| | Apt Elev | 489 |

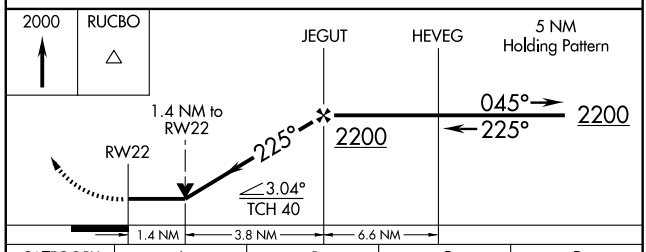
# RNAV (GPS) RWY 22
## BROOKHAVEN-LINCOLN COUNTY (1R7)

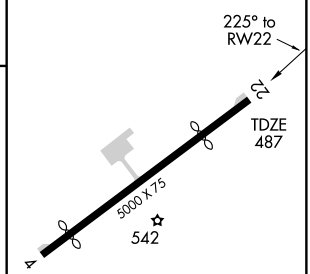
DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. VDP NA when using McComb altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.125 | 126.8 327.8 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 473 (500-1) | | 960-1¼ 473 (500-1¼) | NA |
| CIRCLING | 960-1 471 (500-1) | 1080-1 591 (600-1) | 1080-1½ 591 (600-1½) | NA |

MIRL Rwy 4-22 (L)

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC MCB 116.7 Chan 114 | APP CRS 334° | Rwy Idg N/A TDZE N/A Apt Elev 489 |
|---|---|---|

# VOR/DME-A

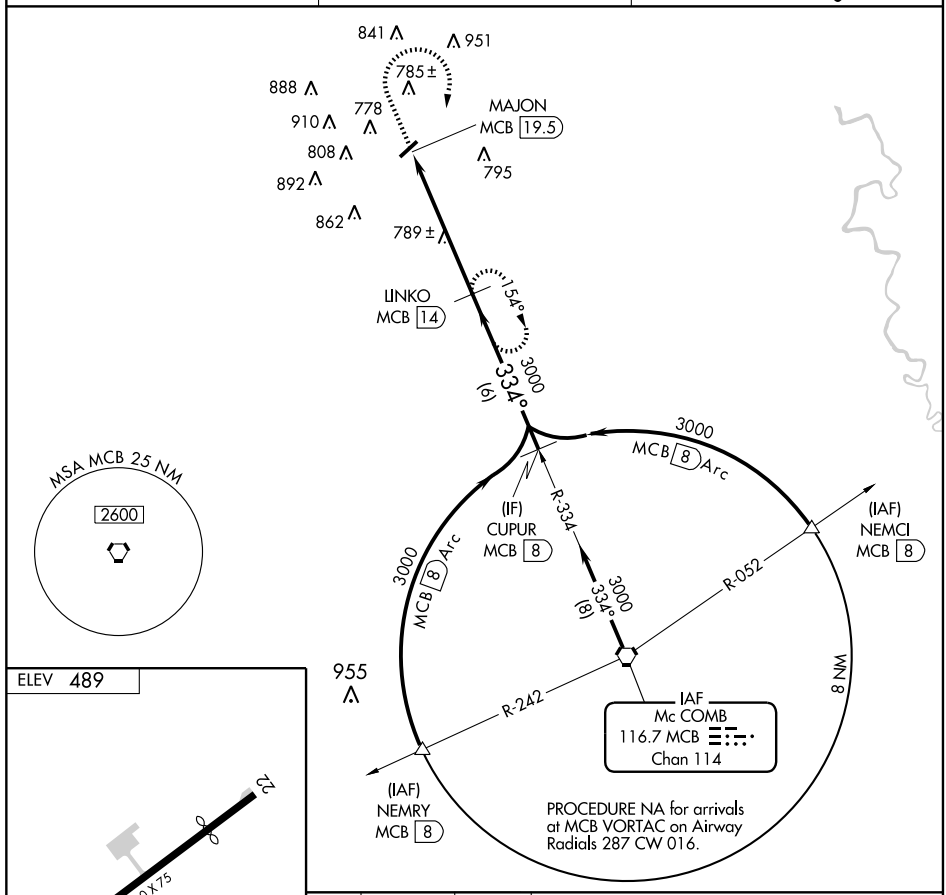
## BROOKHAVEN-LINCOLN COUNTY (1R7)

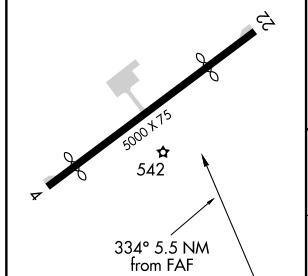
Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet.

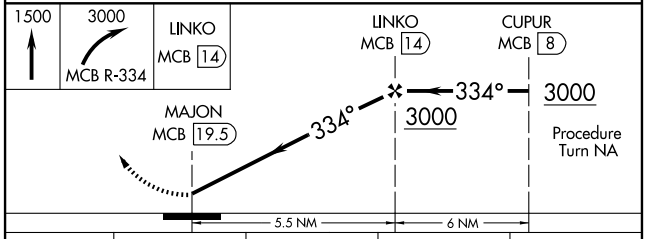
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via MCB R-334 to LINKO/14 DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.125 | 126.8 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1<br>511 (600-1) | 1080-1<br>591 (600-1) | 1080-1½<br>591 (600-1½) | NA |

SC-4, 22 OCT 2009 to 19 NOV 2009

CLARKSDALE, MISSISSIPPI AL-5734 (FAA)

| APP CRS | | |
|---|---|---|
| 181° | Rwy Idg | 5404 |
| | TDZE | 173 |
| | Apt Elev | 173 |

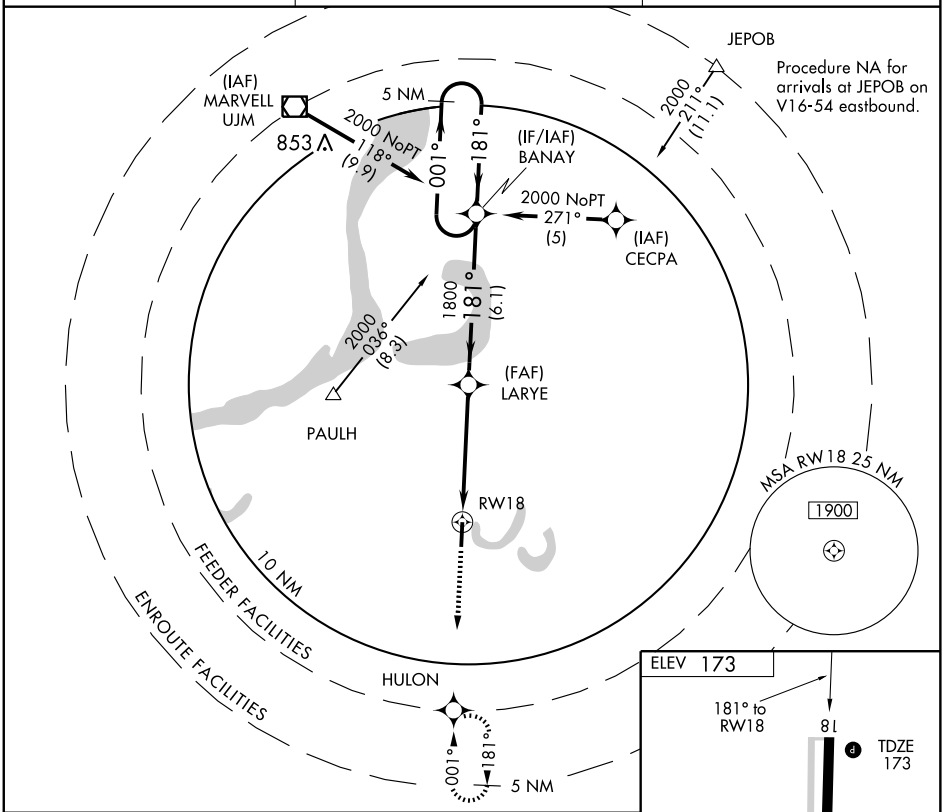
# RNAV (GPS) RWY 18

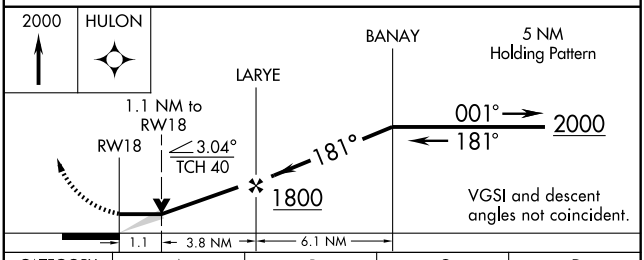
CLARKSDALE/FLETCHER FIELD (CKM)

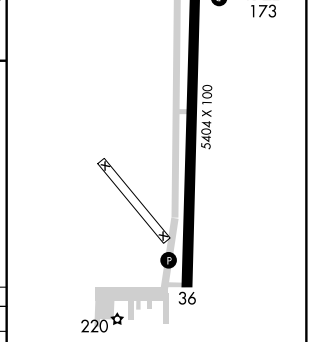
If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HULON and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.3 335.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 387 (400-1) | | | 560-1¼ 387 (400-1¼) |
| CIRCLING | 580-1 407 (500-1) | 640-1 467 (500-1) | 640-1½ 467 (500-1½) | 740-2 567 (600-2) |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 22 OCT 2009 to 19 NOV 2009

CLARKSDALE, MISSISSIPPI AL-5734 (FAA)

| APP CRS | Rwy Idg | 5404 |
|---|---|---|
| 001° | TDZE | 173 |
| | Apt Elev | 173 |

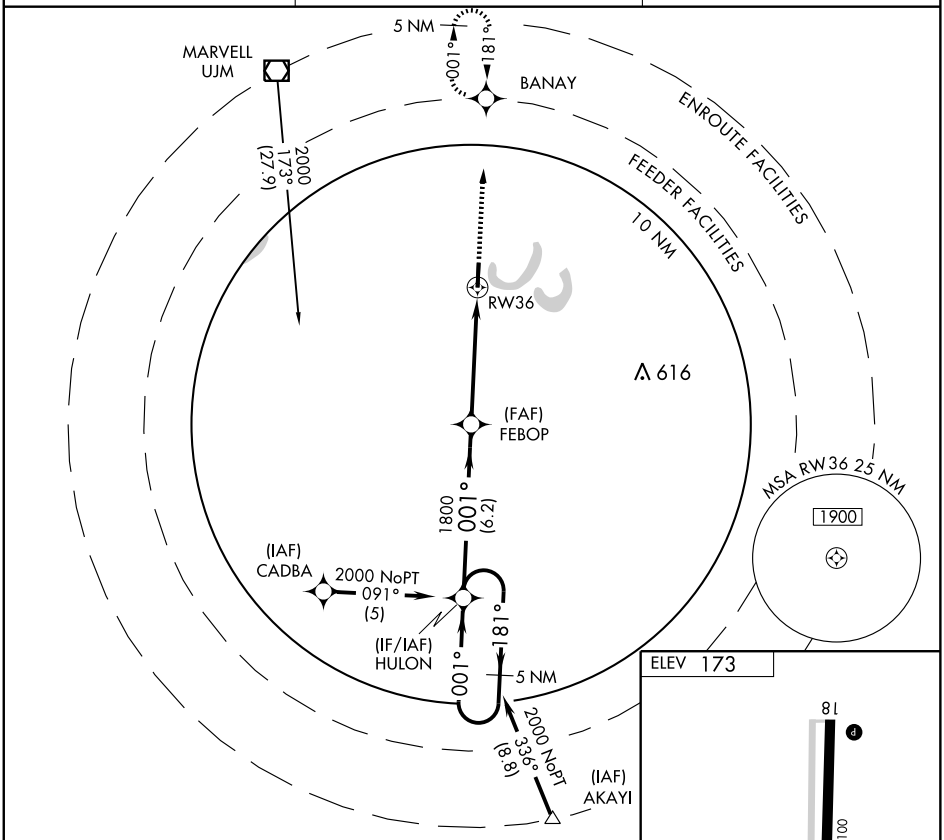
# RNAV (GPS) RWY 36

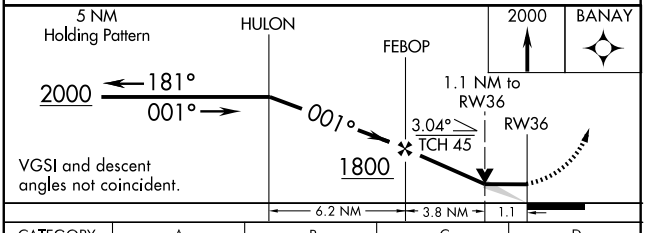
CLARKSDALE/FLETCHER FIELD (CKM)

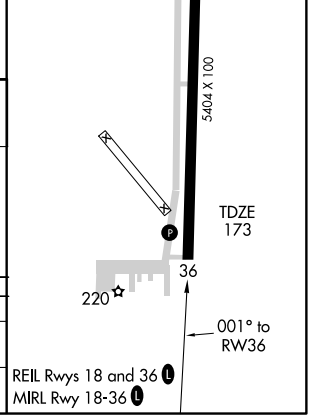
▼ ▲NA If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BANAY and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.3 335.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 367 (400-1) | | | 540-1¼ 367 (400-1¼) |
| CIRCLING | 580-1 407 (500-1) | 640-1 467 (500-1) | 640-1½ 467 (500-1½) | 740-2 567 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

CLARKSDALE, MISSISSIPPI

AL-5734 (FAA)

| VORTAC UJM | APP CRS | Rwy Idg | 5404 |
|---|---|---|---|
| 109.6 | 152° | TDZE | 173 |
| Chan 33 | | Apt Elev | 173 |

# VOR/DME RWY 18

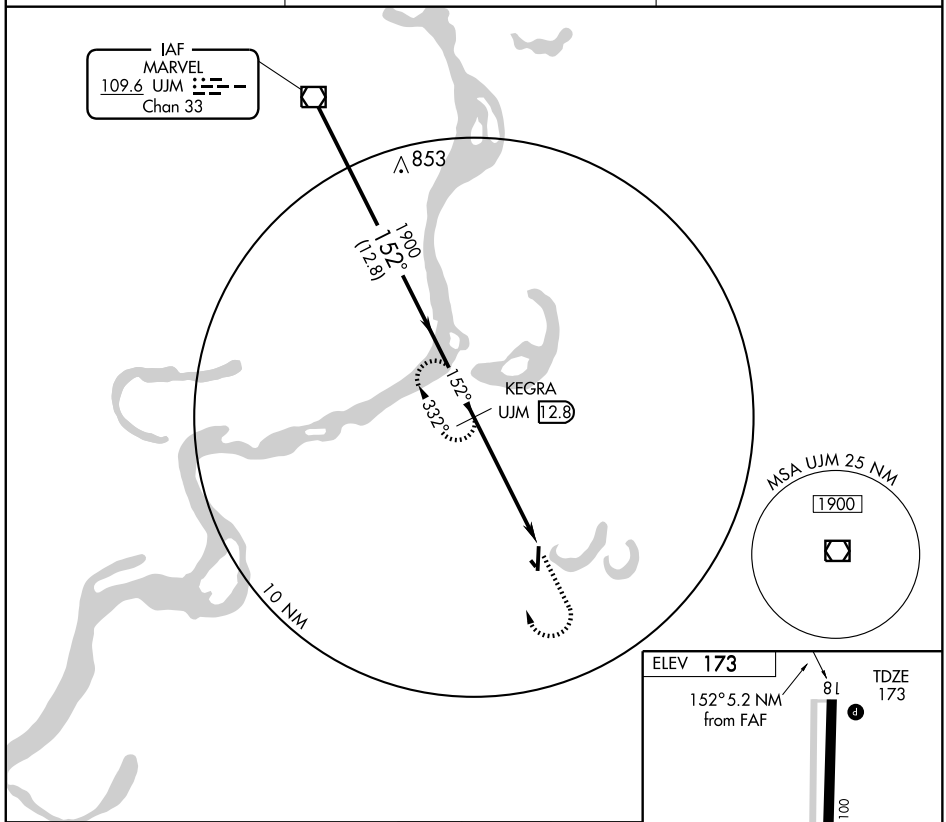
CLARKSDALE/FLETCHER FIELD (CKM)

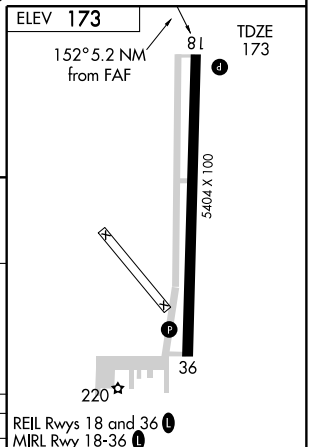
If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet.

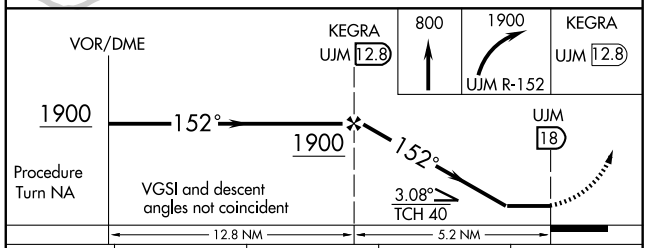
NA

MISSED APPROACH: Climb to 800 then climbing right turn to 1900 via UJM R-152 to KEGRA/ 12.8 DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.3 335.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 560-1 387 (400-1) | | 560-1¼ 387 (400-1¼) | 560-1½ 387 (400-1½) |
| CIRCLING | 580-1 407 (500-1) | 640-1 467 (500-1) | 640-1½ 467 (500-1½) | 740-2 567 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 4002 |
|---|---|---|
| 359° | TDZE | 140 |
| | Apt Elev | 140 |

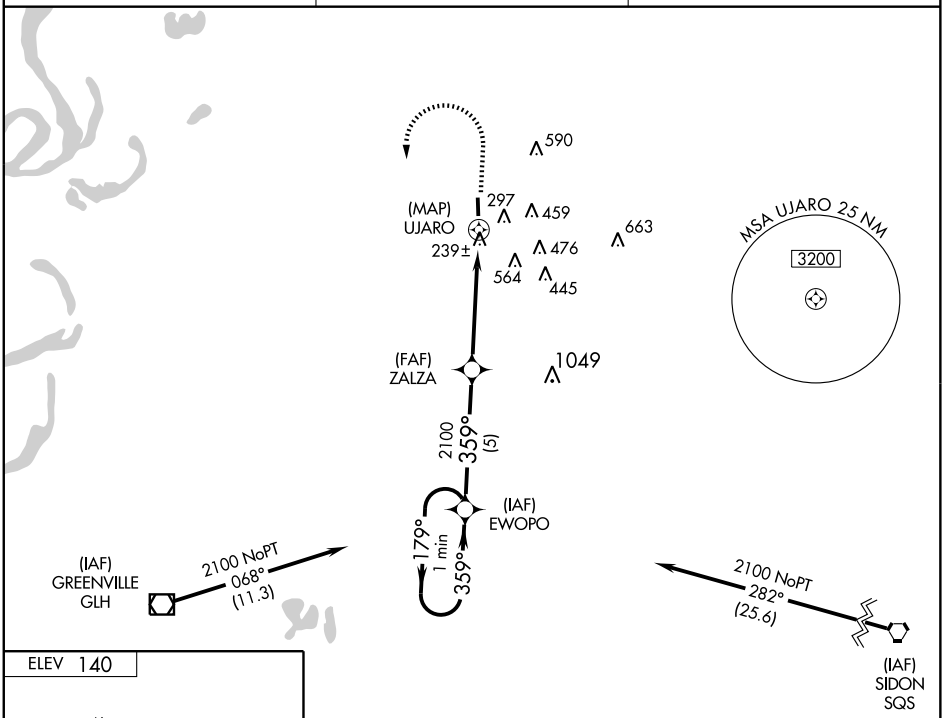
# GPS RWY 35
## CLEVELAND MUNI (RNV)

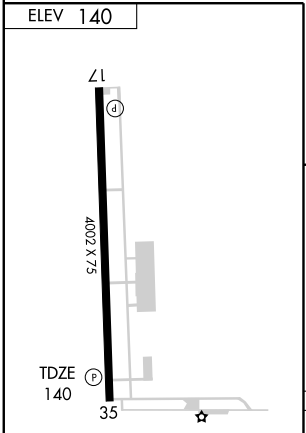
When local altimeter setting not received, use Greenwood altimeter setting.

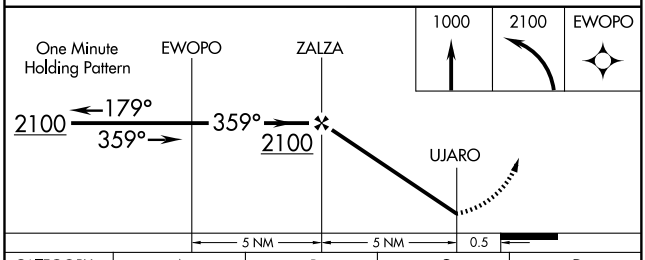
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct EWOPO WP and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.175 | 135.875 269.35 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 580-1 | 440 (500-1) | 580-1¼ 440 (500-1¼) | 580-1½ 440 (500-1½) |
| CIRCLING | 700-1 | 560 (600-1) | 820-2 680 (700-2) | 1040-2¾ 900 (900-2¾) |

SC-4, 22 OCT 2009 to 19 NOV 2009

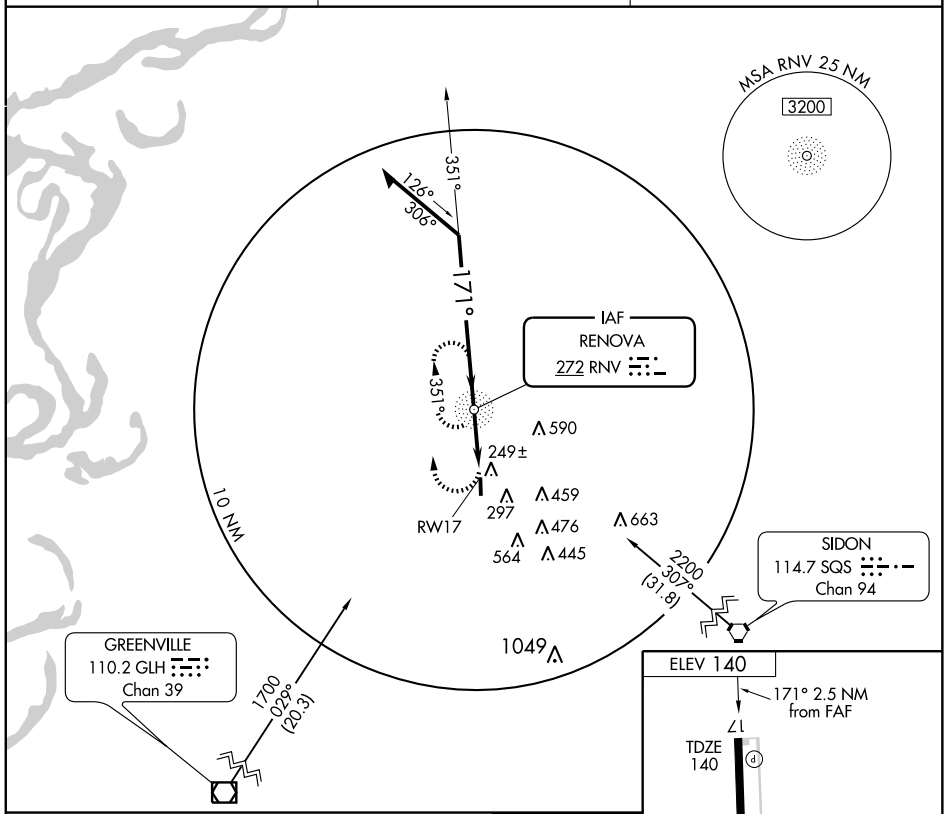
| NDB RNV | APP CRS | Rwy Idg | 4002 |
|---|---|---|---|
| 272 | 171° | TDZE | 140 |
| | | Apt Elev | 140 |

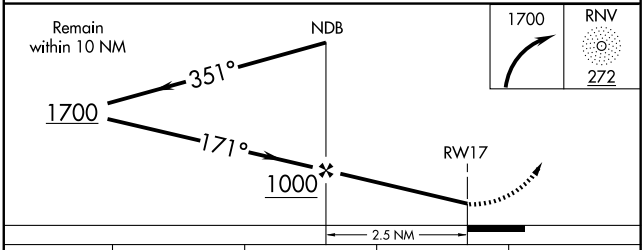
# NDB or GPS RWY 17
## CLEVELAND MUNI (RNV)

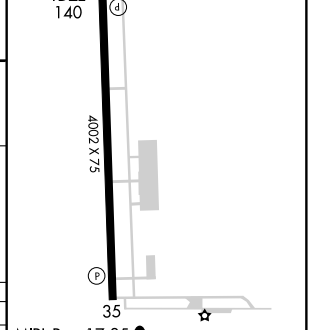
Use Greenwood altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1700 direct RNV NDB and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.175 | 135.875 269.35 | 122.725 (CTAF) L |




MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 760-1 620 (700-1) | | 760-1¾ 620 (700-1¾) | 760-2 620 (700-2) |
| CIRCLING | 760-1 620 (700-1) | | 860-2 720 (800-2) | 1040-3 900 (900-3) |

FAF to MAP 2.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:30 | 1:40 | 1:15 | 1:00 | 0:50 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VOR/DME GLH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.2 | 035° | TDZE | N/A |
| Chan 39 | | Apt Elev | 140 |

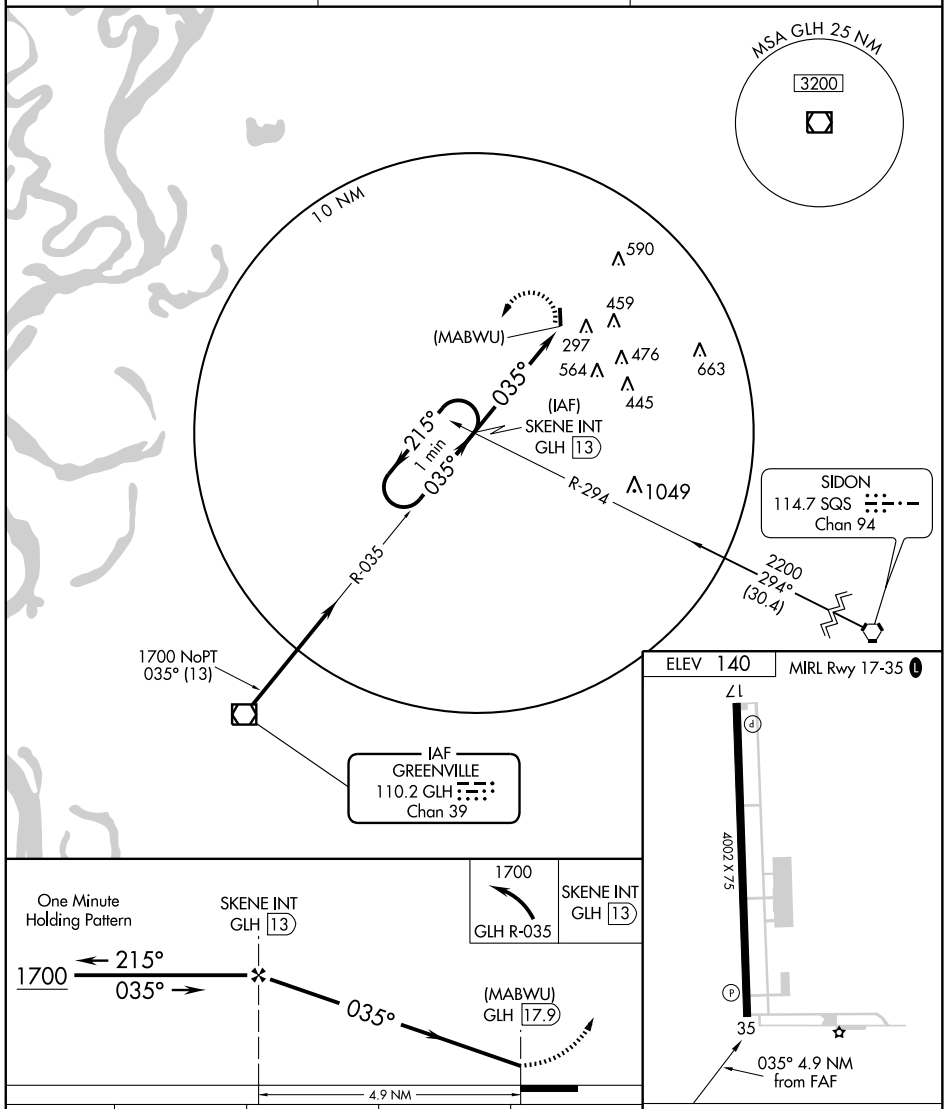
# VOR or GPS-A
## CLEVELAND MUNI (RNV)

NA

Use Greenwood altimeter setting.

MISSED APPROACH: Climbing left turn to 1700 via GLH R-035 to SKENE Int and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.175 | 135.875 269.35 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1 | 720 (800-1) | 860-2 | 720 (800-2) | 1040-3 | 900 (900-3) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 4460 |
|---|---|---|
| 234° | TDZE | 265 |
| | Apt Elev | 265 |

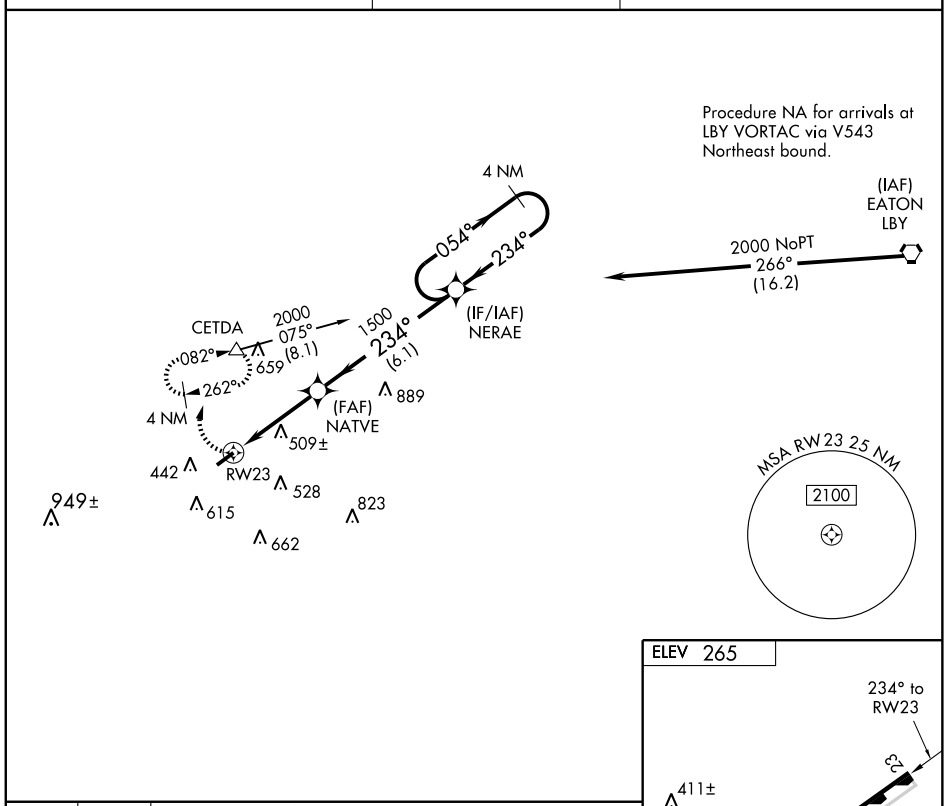
# RNAV (GPS) RWY 23
## COLUMBIA-MARION COUNTY (ØRØ)

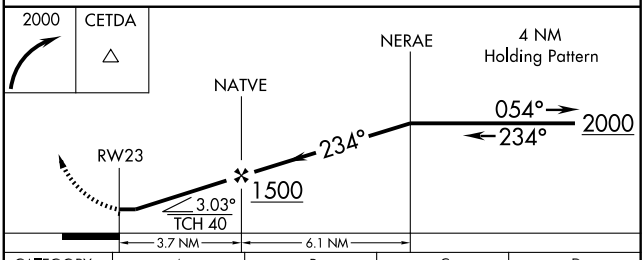
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet.

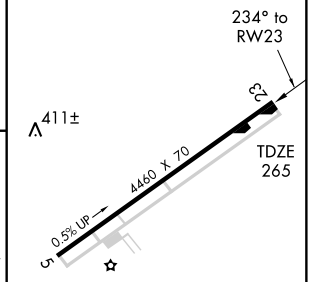
NA

MISSED APPROACH: Climbing right turn to 2000 direct CETDA and hold.

| HATTIESBURG-LAUREL AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 122.8 (CTAF) L |



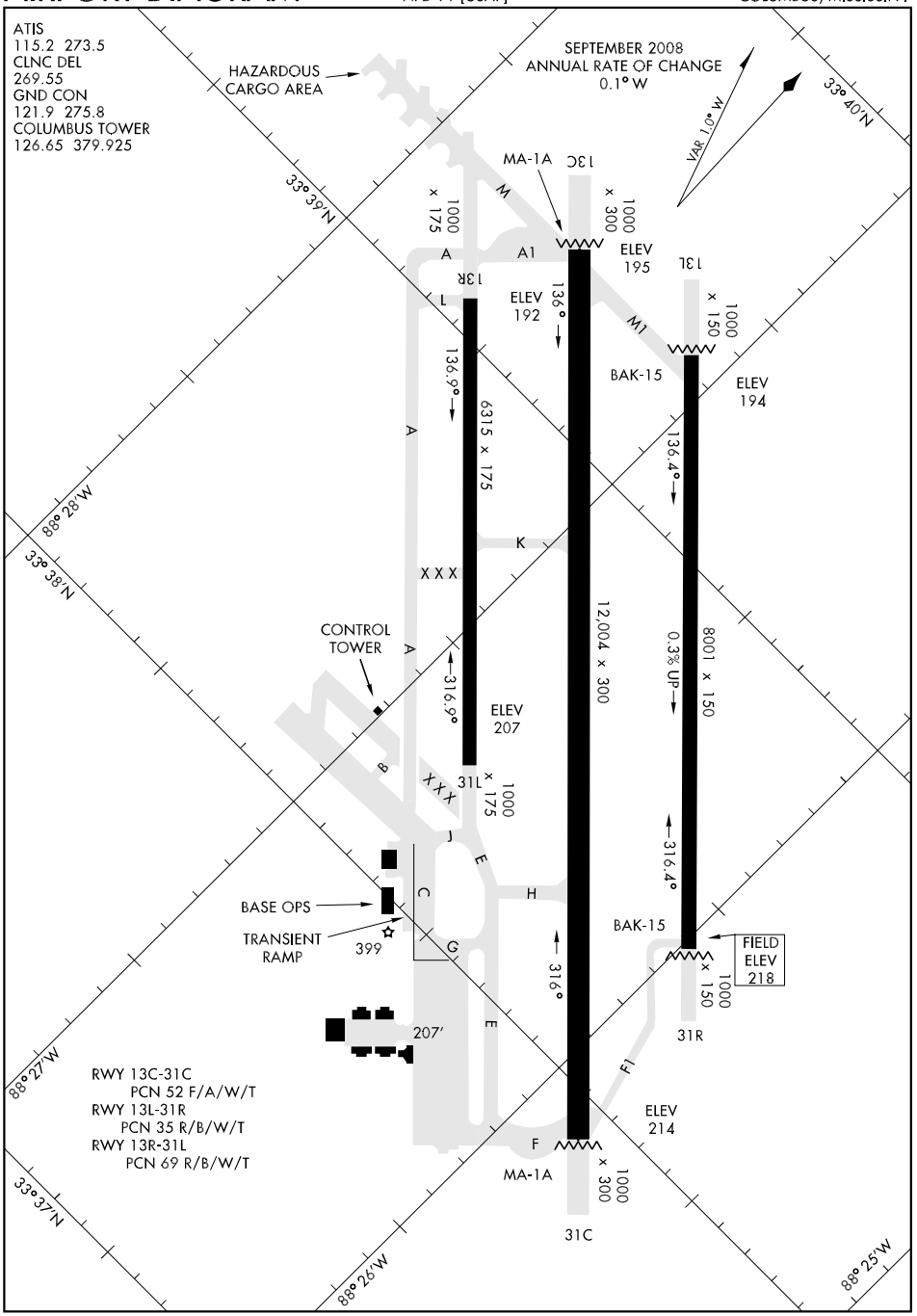



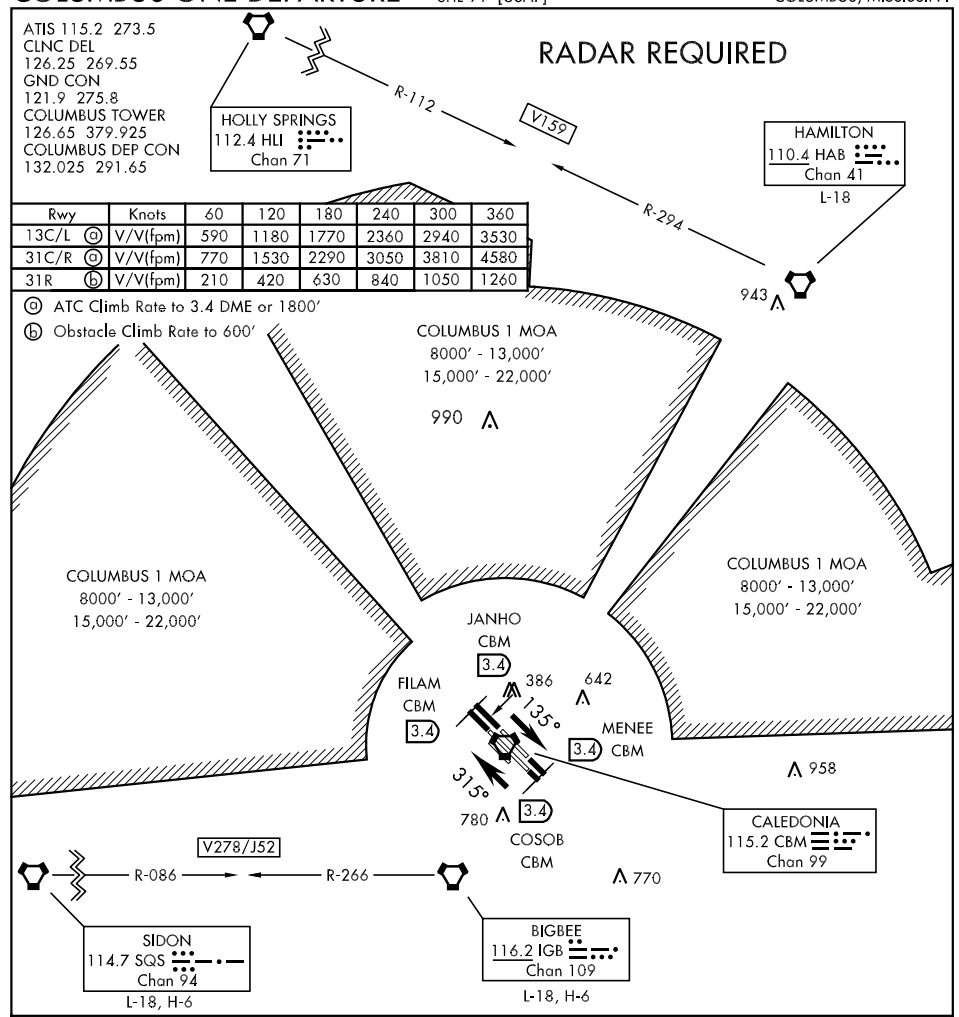

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 | 575 (600-1) | 840-1½ 575 (600-1½) | 840-1¾ 575 (600-1¾) |
| CIRCLING | 840-1 | 575 (600-1) | 840-1½ 575 (600-1½) | 1040-2½ 775 (800-2½) |

REIL Rwy 23
MIRL Rwy 5-23 L

SC-4, 22 OCT 2009 to 19 NOV 2009




SC-4, 22 OCT 2009 to 19 NOV 2009




## DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier 110′ into the overrun approximately 4′ high.

TAKE-OFF RWY 13C: Cross DER at least 35′ AGL. Climb on track 135° to intercept CBM R-138, direct COSOB (CBM R-138/3.4 DME). Cross COSOB at or above 1800′, then via ATC instructions.

TAKE-OFF RWY 13L: Cross DER at least 35′ AGL. Climb on track 135° to intercept CBM R-132, direct MENEE (CBM R-132/3.4DME). Cross MENEE at or above 1800′, then via ATC instructions.

TAKE-OFF RWY 31C: Cross DER at least 35′ AGL. Climb on track 315° to intercept CBM R-312, direct FILAM (CBM R-312/3.4 DME). Cross FILAM at or above 1800′, then via ATC instructions.

TAKE-OFF RWY 31R: Cross DER at least 35′ AGL. Climb on track 315° to intercept CBM R-318, direct JANHO (CBM R-318/3.4 DME). Cross JANHO at or above 1800′, then via ATC instructions.



SC-4, 22 OCT 2009 to 19 NOV 2009

# HI-ILS or LOC/DME RWY 13C

| LOC I-CBM | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 109.3 | 135° | 12,004 / 197 / 218 |

JAL-91 [USAF]

COLUMBUS AFB (KCBM)

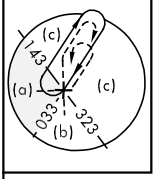
* When ALS inop increase CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

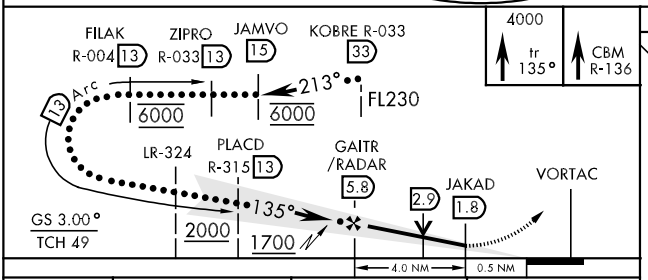
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

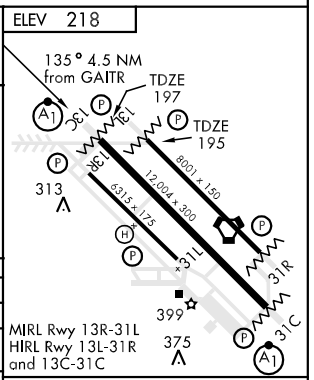
CAUTION: Runway centerlines separated 1450'.










| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 13C | 397/40 200 (200-¾) | | |
| S-LOC 13C * | 740/50 543 (600-1) | 740/60 543 (600-1¼) | 740-1½ 543 (600-1½) |
| SIDE STEP 13L | 740-1½ 545 (600-1½) | 740-1¾ 545 (600-1¾) | 740-2 545 (600-2) |
| CIRCLING | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

LOC FAF to MAP 4.0 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:00 | 1:43 | 1:30 | 1:20 | 1:12 |



33°39'N-88°27'W



HI-ILS or LOC/DME RWY 13C

SC-4, 22 OCT 2009 to 19 NOV 2009

# HI-ILS or LOC/DME RWY 31C

| LOC I-TBB | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 108.7 | 315° | 12,004 / 214 / 218 |

JAL-91 [USAF] — COLUMBUS AFB (KCBM)

* When ALS inop increase CAT CD RVR to 60 and vis to 1¼, CAT E vis to 1½ .

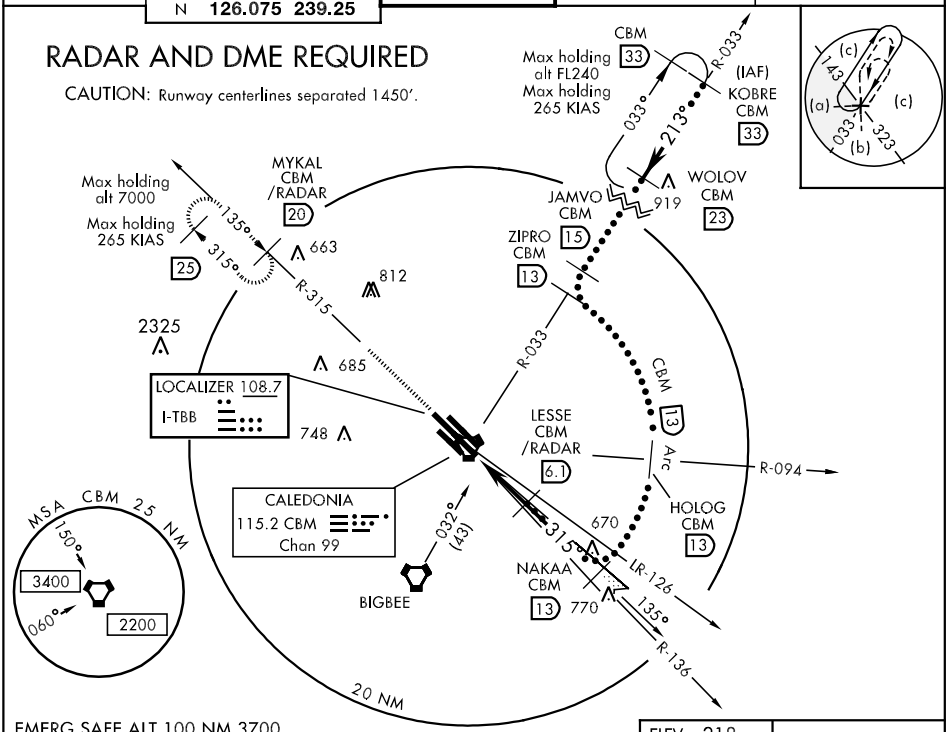
ALSF-1

MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

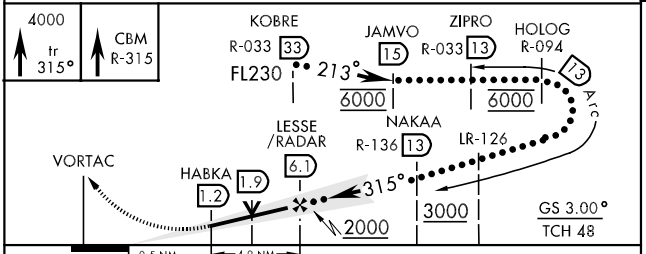
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

## RADAR AND DME REQUIRED

CAUTION: Runway centerlines separated 1450'.

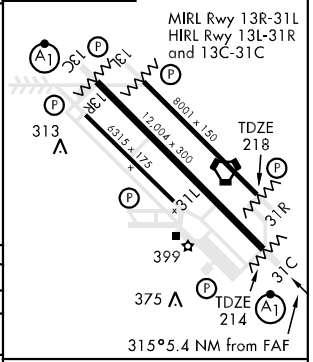



EMERG SAFE ALT 100 NM 3700




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 31C | 414/40 | 200 (200-¾) | |
| S-LOC 31C * | 640/40 426 (500-¾) | | 640/50 426 (500-1) |
| SIDE STEP 31R | 640/60 422 (500-1¼) | | 640-1½ 422 (500-1½) |
| CIRCLING | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

ELEV 218




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:27 | 2:06 | 1:50 | 1:38 | 1:28 |





33° 39' N-88° 27' W



HI-ILS or LOC/DME RWY 31C

# ILS or LOC/DME RWY 13C

COLUMBUS AFB (KCBM)

| LOC I-CBM | APCH CRS | Rwy ldg 12,004 / TDZE 197 / Arpt Elev 218 |
|---|---|---|
| 109.3 | 135° | AL-91 [USAF] |

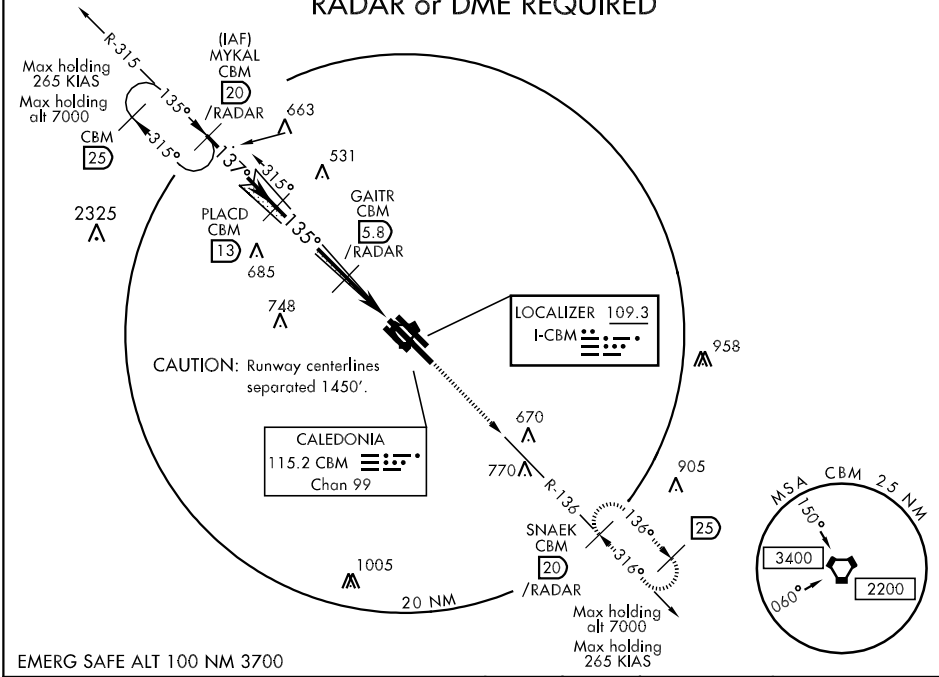
▼*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½, CAT D vis to 1¾, and CAT E vis to 2 miles.

ALSF-1

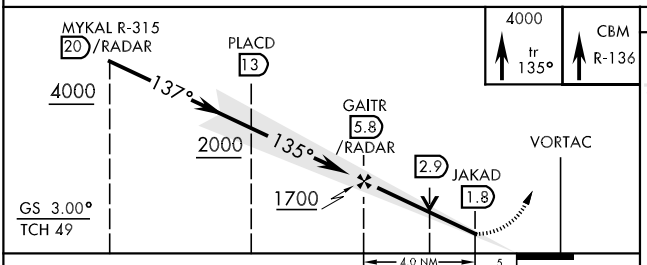
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

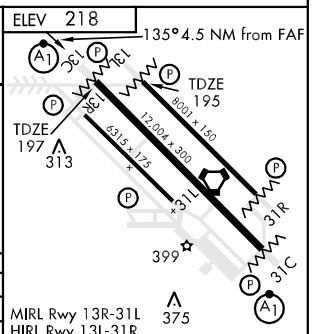
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

## RADAR or DME REQUIRED




EMERG SAFE ALT 100 NM 3700




MIRL Rwy 13R-31L
HIRL Rwy 13L-31R
and 13C-31C

| CATEGORY | A | | B | C | D | E |
|---|---|---|---|---|---|---|
| S-ILS 13C * | 397/24 | 200 | (200-½) | 397/40 | 200 (200-¾) | |
| S-LOC 13C ** | 740/40 | 543 | (600-¾) | 740/50<br>543 (600-1) | 740/60<br>543 (600-1¼) | 740-1½<br>543 (600-1½) |
| SIDESTEP RWY 13L | 740/50 | 545 | (600-1) | 740-1½<br>545 (600-1½) | 740-1¾<br>545 (600-1¾) | 740-2<br>545 (600-2) |
| CIRCLING | 840-1 | 622 | (700-1) | 840-1¾<br>622 (700-1¾) | 840-2<br>622 (700-2) | 1300-3<br>1082 (1100-3) |

FAF to MAP 4.0 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |





33°39'N-88°27'W

# ILS or LOC/DME RWY 31C

| LOC I-TBB | APCH CRS | Rwy ldg 12,004<br>TDZE 214<br>Arpt Elev 218 |
|---|---|---|
| 108.7 | 315° | AL-91 [USAF] |

COLUMBUS AFB (KCBM)

▼* When ALS inop, incr CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, incr CAT AB RVR to 50 and vis to 1, CAT CD RVR to 60 and vis to 1¼, and CAT E vis to 1½ miles.

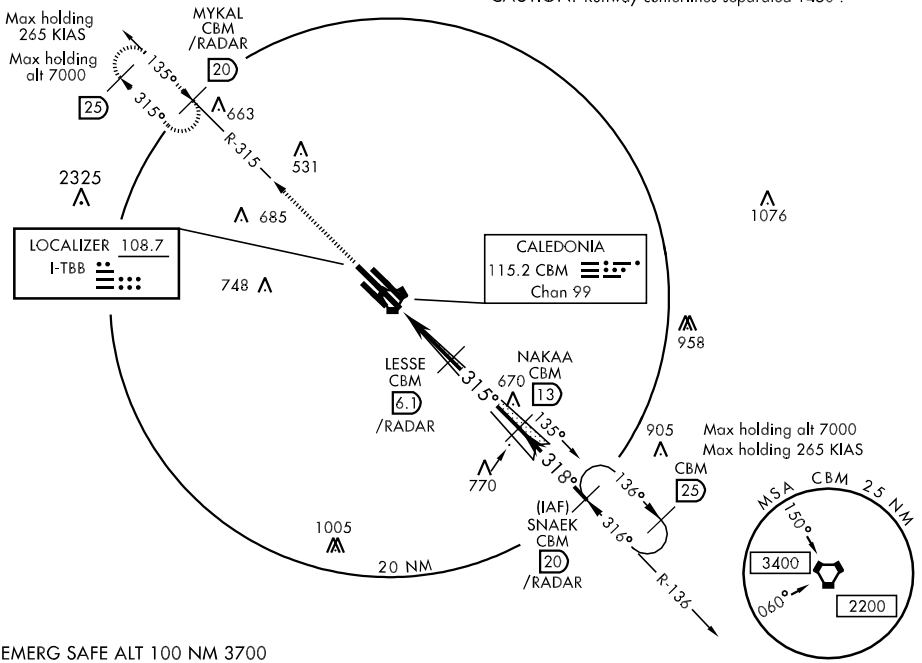
ALSF-1

MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

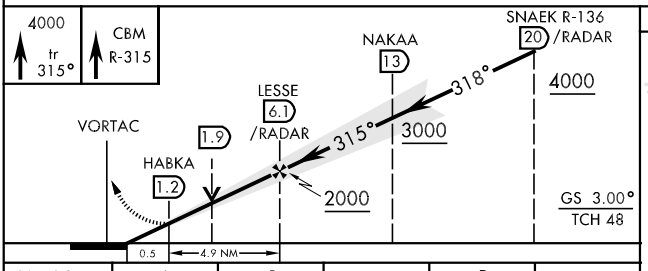
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

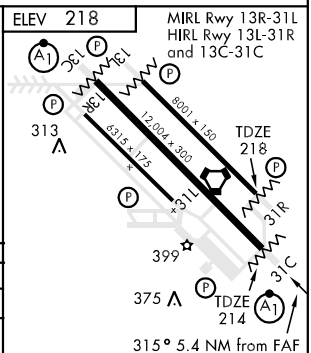
## RADAR or DME REQUIRED

CAUTION: Runway centerlines separated 1450'.




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 31C * | 414/24 200 (200-½) | | 414/40 200 (200-¾) | | |
| S-LOC 31C** | 640/24 426 (500-½) | | 640/40 426 (500-¾) | | 640/50 426 (500-1) |
| SIDESTEP RWY 31R | 640/50 422 (500-1) | | 640/60 422 (500-1¼) | | 640-1½ 422 (500-1½) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

# RNAV (GPS) E

| APCH CRS | Rwy ldg | NA |
|---|---|---|
| 090° | TDZE | NA |
| | Arpt Elev | 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

| ATIS | COLUMBUS APP CON | | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 | 291.65 | 126.65 379.925 | 121.9 275.8 | 269.55 |
| | SW 135.6 | 323.275 | | | |
| | N 126.075 | 239.25 | | | |

FOR USE BY 14 FTW ACFT ONLY

2310

CALEDONIA
115.2 CBM
Chan 99

775

(IAF) GOMAZ

2000 090° (5)

BABSE

2000 090° (8)

595

749

(FAF) JUPAD

GOVNE

4000

630

5 NM

Max holding alt 7000
Max holding 265 KIAS

049°

229°

JOLLI

803

MSA CBM 2.5 NM
3400

EMERG SAFE ALT 100 NM 3700

RADAR REQUIRED

1005

ELEV 218

352

090° 6.0 NM from FAF

13C 13L 13R 31L 31R 31C

8001 x 150

12,004 x 300

6315 x 175

399

375

MIRL Rwy 13R-31L
HIRL 13L-31R and 13C-31C

3000

JOLLI

GOMAZ

4000

090°

BABSE

2000

JUPAD

2000

GOVNE

2

VORTAC

5.0 NM

1.0 NM

| CATEGORY | A | B | C |
|---|---|---|---|
| LNAV/MDA | NOT AUTHORIZED | | |
| CIRCLING | 840-1¼ 622 (700-1¼) | | 840-1¾ 622 (700-1¾) |

SC-4, 22 OCT 2009 to 19 NOV 2009

# RNAV (GPS) F

| APCH CRS | Rwy ldg | NA |
|---|---|---|
| 359° | TDZE | NA |
| | Arpt Elev | 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

CALEDONIA
115.2 CBM
Chan 99

FOR USE BY 14 FTW ACFT ONLY

RADAR REQUIRED

748

605

HILUN

236°

649

RUDBE

630

5NM

Max holding alt 7000
Max holding 265 KIAS

039°

219°

JOLLI

(FAF)
WESIS

371

2000

359°

(8)

803

MSA CBM 25 NM

3400

585

CUDEN

1005

522

3000

359°

(5)

4000

(IAF)
BALDD

EMERG SAFE ALT 100 NM 3700

570

ELEV 218

352

13C 13L 13R 31L 31R 31C

8001 x 150

12,004 x 300

6315 x 175

399

375

MIRL Rwy 13R-31L
HIRL 13L-31R
and 13C-31C

359°6.5 NM from FAF

3000

JOLLI

BALDD

CUDEN

359°

4000

3000

WESIS

VORTAC

RUDBE

HILUN

2000

1600

1.5

2.7 NM

2.3 NM

| CATEGORY | A | B | C |
|---|---|---|---|
| CIRCLING | 840-1¾ | 622 | (700-1¾) |

SC-4, 22 OCT 2009 to 19 NOV 2009



33° 39'N-88° 27'W

COLUMBUS, MISSISSIPPI

# RNAV (GPS) RWY 13C

| APCH CRS | Rwy ldg | 12,004 |
|---|---|---|
| 135° | TDZE | 197 |
| | Arpt Elev | 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

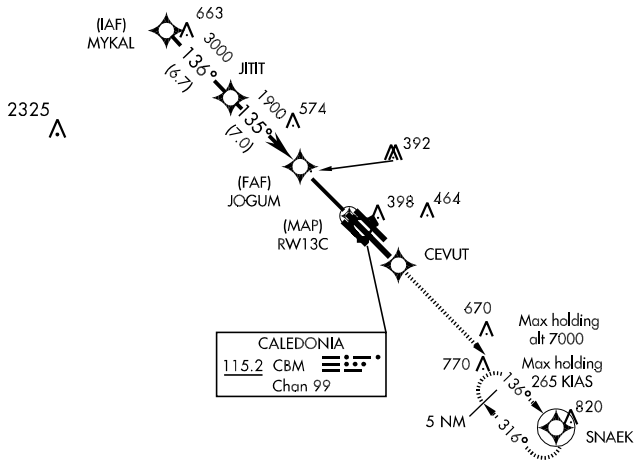
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

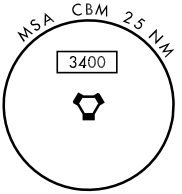
ALSF-1

MISSED APPROACH: Climb to 4000 direct CEVUT, direct SNAEK and hold as published.

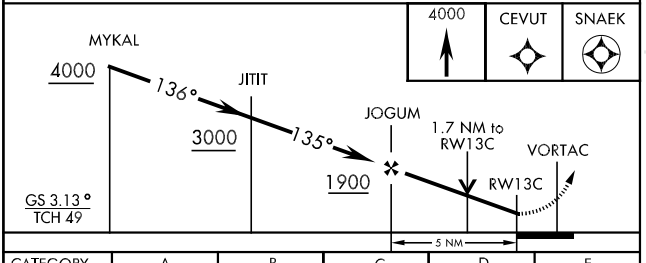
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

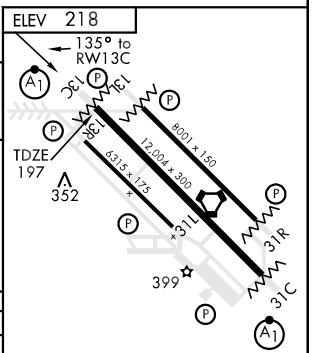
DME/DME RNP-0.3 NA




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 780/40 583 (600-¾) | | 780/50<br>583 (600-1) | 780/60<br>583 (600-1¼) | 780-1½<br>583 (600-1½) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾<br>622 (700-1¾) | 840-2<br>622 (700-2) | 1300-3<br>1082 (1100-3) |

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

# RNAV (GPS) RWY 31C

| APCH CRS | Rwy ldg | 12,004 |
|---|---|---|
| 315° | TDZE | 214 |
| | Arpt Elev | 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

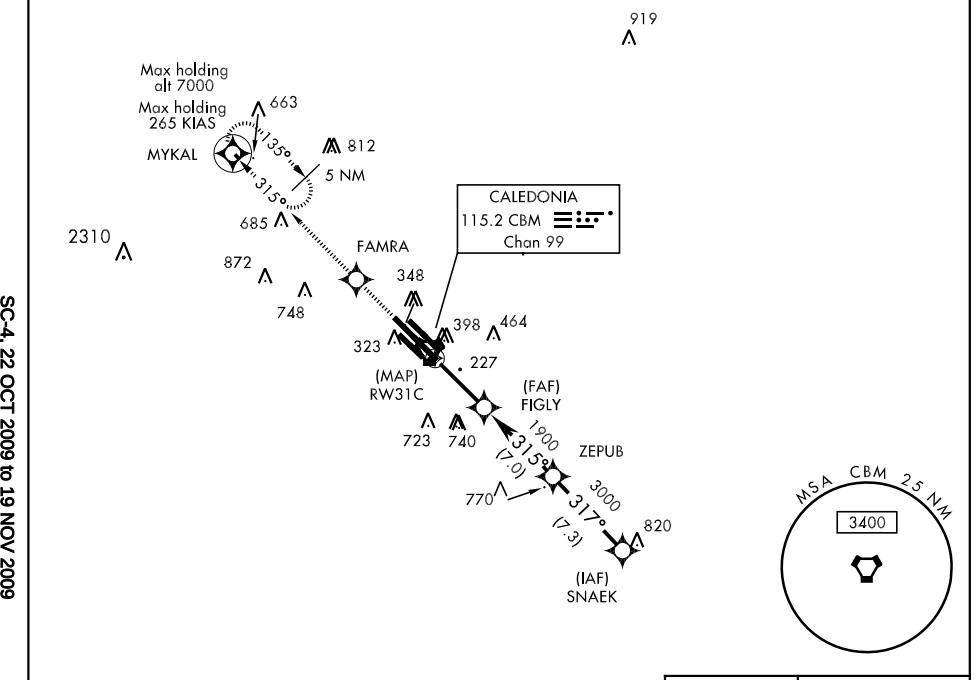
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C vis to 1½, CAT D vis to 1¾, and CAT E vis to 2 miles.

ALSF-1

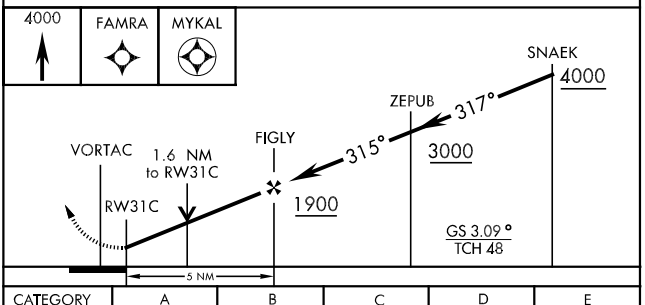
MISSED APPROACH: Climb to 4000 direct FAMRA, direct MYKAL and hold as published.

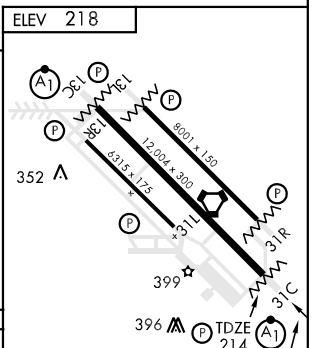
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

DME/DME RNP-0.3 NA




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 780/24 566 (600-½) | | 780/50 566 (600-1) | 780/60 566 (600-1¼) | 780-1½ 566 (600-1½) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

# VOR/DME A

| VORTAC CBM 115.2 Chan 99 | APCH CRS 090° | Rwy ldg NA<br>TDZE NA<br>Arpt Elev 218 | AL-91 [USAF] | COLUMBUS AFB (KCBM) |
|---|---|---|---|---|

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

FOR USE BY 14 FTW ACFT ONLY

2310

CALEDONIA 115.2 CBM Chan 99

(IAF) GOMAZ CBM 20

775

BABSE CBM 15

JUPAD CBM 7

749

398

4000

R-270 090° 090°

270° Max holding alt 7000 Max holding 265 KIAS

CBM 25

TURUE

595

LR-262

3000

WODID

R-247

CBM 15 Arc

4000

10 NM

4000

(IAF) JOLLI CBM 15

803 776

044°

224°

R-224

Max holding alt 7000 Max holding 265 KIAS

CBM 20

MSA CBM 2.5 NM

150°

3400

060°

2200

RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 218

352

090° 6 NM from FAF

800X150

12,004X300

6315X175

13C 13L 31R 31L 31C

399

375

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

3000

JOLLI CBM 15

JOLLI 15

WODID CBM R-247

TURUE CBM R-262

BABSE 15

JUPAD 7

4000 4000 3000 2000 090° 2000

Arc 15

GOVNE 2

VORTAC

5 NM 1 NM

| CATEGORY | A | B | C |
|---|---|---|---|
| S-13R | NOT AUTHORIZED | | |
| CIRCLING | 840-1¼ 622 (700-1¼) | | 840-1¾ 622 (700-1¾) |



SC-4, 22 OCT 2009 to 19 NOV 2009

# VOR/DME B

| VORTAC CBM 115.2 Chan 99 | APCH CRS 359° | Rwy Idg NA<br>TDZE NA<br>Arpt Elev 218 |
|---|---|---|

AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

FOR USE BY 14 FTW ACFT ONLY

CALEDONIA 115.2 CBM Chan 99

RUDBE CBM 4.7

WESIS CBM 7

10 NM

(IAF) JOLLI CBM 4000 15

Max holding alt 7000
Max holding 265 KIAS

R-224 R-205 LR 187

CUDEN CBM 15

WIBER CBM 15

WELTO CBM 15

MSA CBM 2.5 NM
150° 3400 060° 2200

CBM 20

(IAF) BALDD CBM 20 4000

Max holding alt 7000
Max holding 265 KIAS

RADAR REQUIRED

CBM 25

EMERG SAFE ALT 100 NM 3700

ELEV 218

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R
and 13C-31C

8001 x 150
12,004 x 300
6315 x 175

3000 JOLLI CBM 15

CUDEN 15 WELTO CBM R-187 WIBER CBM R-205 JOLLI 15

VORTAC HILUN 2 RUDBE 4.7 WESIS 7

1.5 5 NM

| CATEGORY | A | B | C |
|---|---|---|---|
| CIRCLING | 840-1¾ | 622 | (700-1¾) |

359°6.5 NM from FAF

# VOR/DME or TACAN RWY 13C

| VORTAC CBM | APCH CRS | Rwy ldg | 12,004 |
|---|---|---|---|
| 115.2 | 133° | TDZE | 197 |
| Chan 99 | | Arpt Elev | 218 |

AL-91 [USAF]

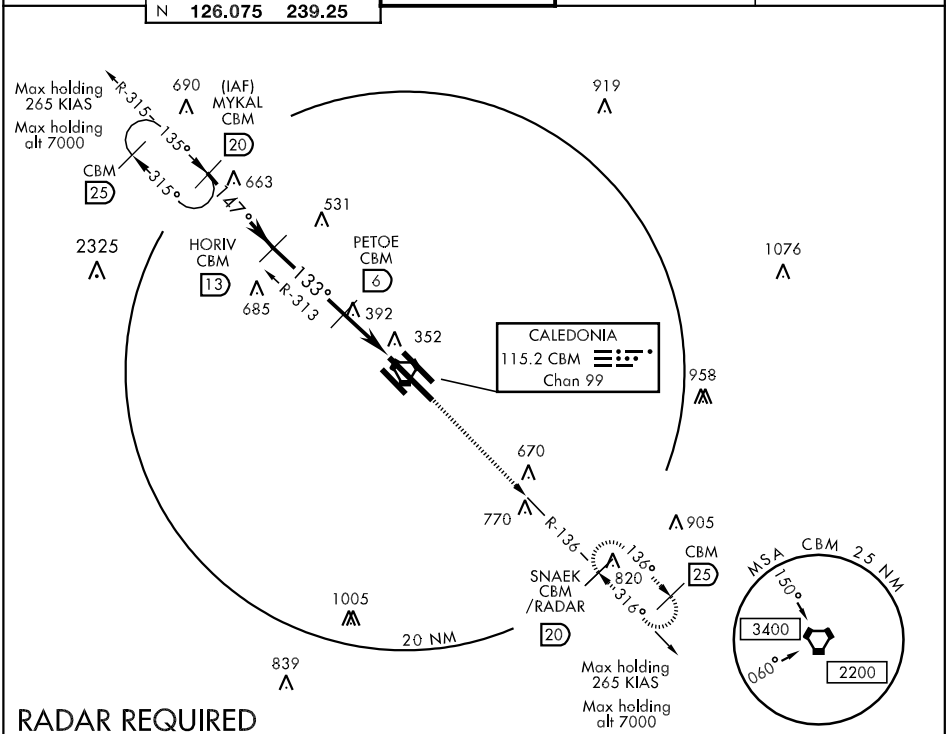
COLUMBUS AFB (KCBM)

▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

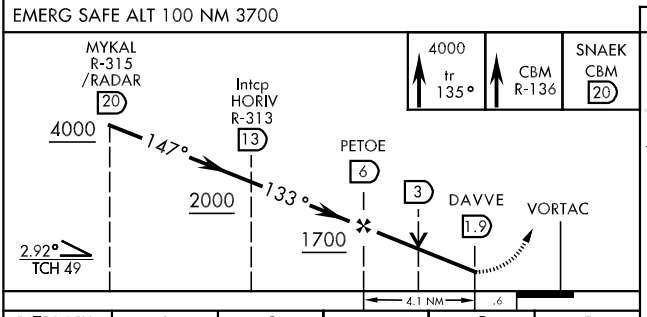
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

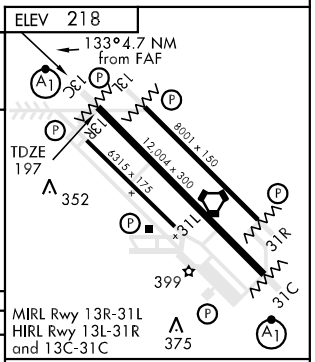
| ATIS | COLUMBUS APP CON | | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 | 291.65 | 126.65 379.925 | 121.9 275.8 | 269.55 |
| | SW 135.6 | 323.275 | | | |
| | N 126.075 | 239.25 | | | |




RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-13C * | 780/40 | 583 (600-¾) | 780/50 583 (600-1) | 780/60 583 (600-1¼) | 780-1½ 583 (600-1½) |
| CIRCLING | 840-1 | 622 (700-1) | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 | 200 |
|---|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 | 1:14 |



33°39′N-88°27′W

# VOR/DME or TACAN RWY 13L

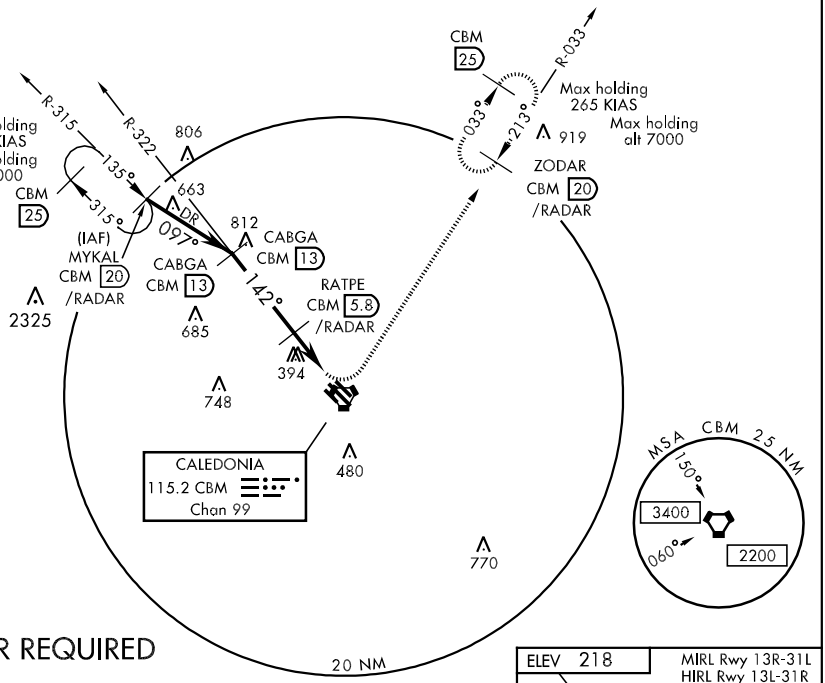
| VORTAC CBM | APCH CRS | Rwy ldg | 8001 |
|---|---|---|---|
| 115.2 | 142° | TDZE | 195 |
| Chan 99 | | Arpt Elev | 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

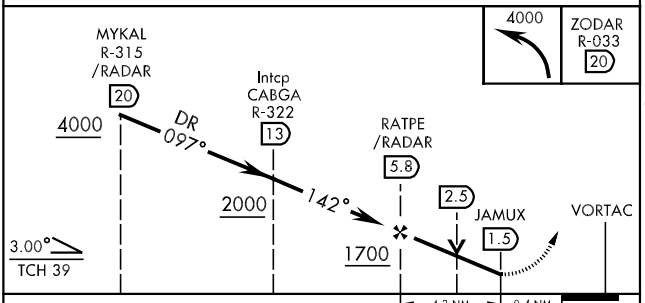
MISSED APPROACH: Climbing left turn to 4000 direct ZODAR and hold or as directed by ATC.

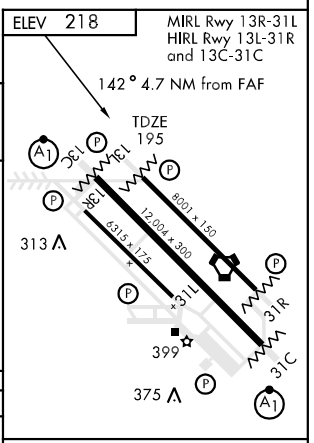
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |




## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-13L | 700/50 505 (500-1) | | 700-1½ 505 (500- 1½) | | 700-1¾ 505 (500-1¾) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1081 (1100-3) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

# VOR/DME or TACAN RWY 31C

| VORTAC CBM 115.2 Chan 99 | APCH CRS 317° | Rwy ldg 12,004 TDZE 214 Arpt Elev 218 |
|---|---|---|

AL-91 [USAF]

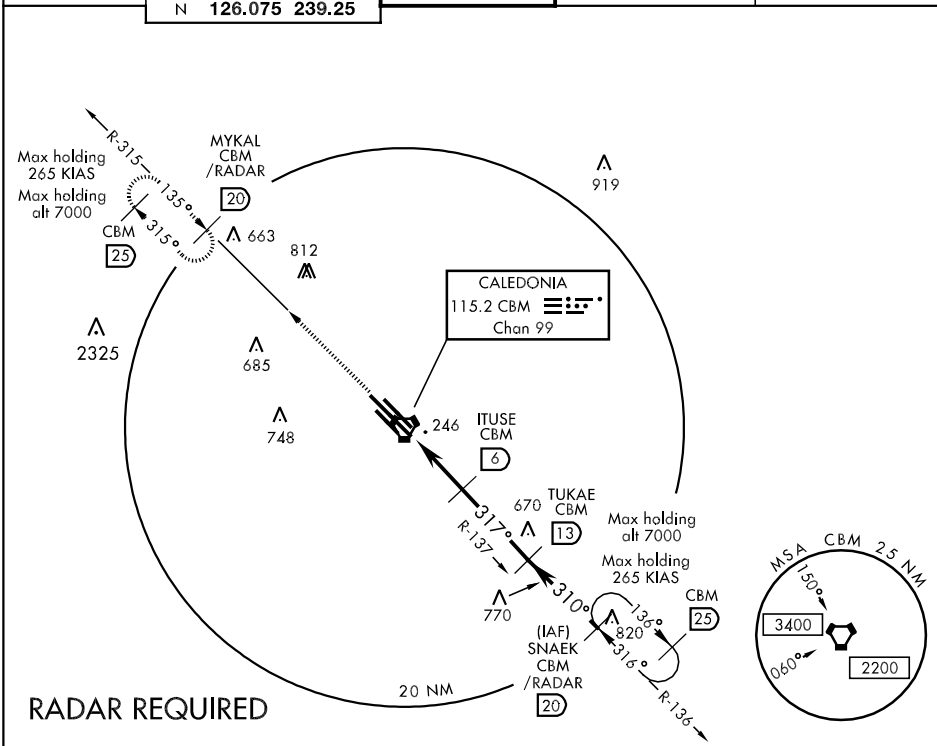
COLUMBUS AFB (KCBM)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C RVR to 60 and vis to 1¼, CAT DE vis to 1½ miles.

ALSF-1

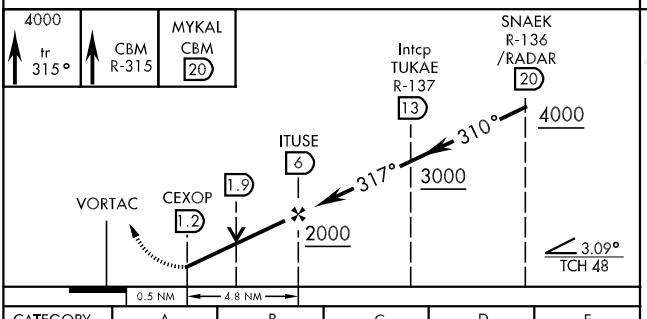
MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

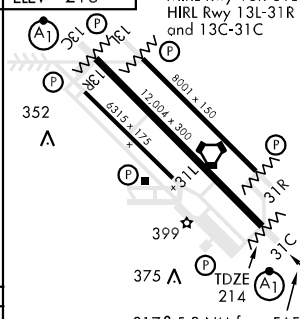
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |




RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700




317° 5.3 NM from FAF

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31C * | 660/24 446 (500-½) | | 660/40 446 (500-¾) | 660/50 446 (500-1) | |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



33° 39′N-88° 27′W



VOR/DME or TACAN RWY 31C

# VOR/DME or TACAN RWY 31R

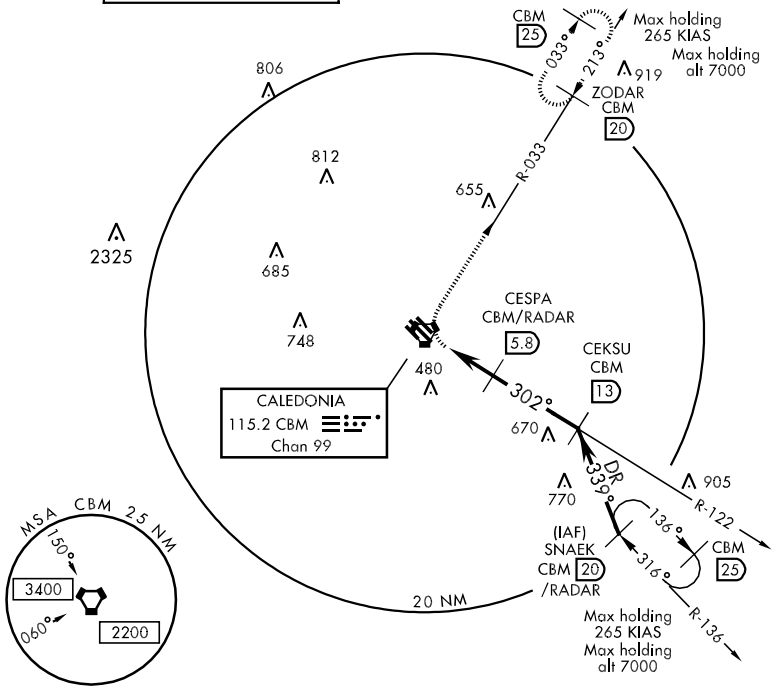
| VORTAC CBM | APCH CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 115.2 | 302° | TDZE | 218 |
| Chan 99 | | Arpt Elev | 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

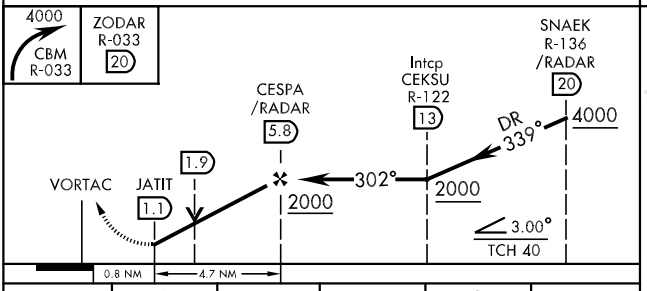
MISSED APPROACH: Climbing right turn to 4000. Intercept CBM R-033 direct ZODAR and hold or as directed by ATC.

| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |



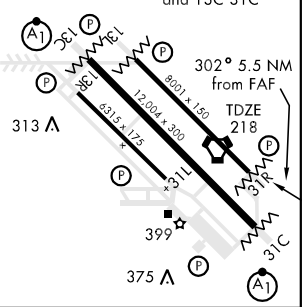

## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700




ELEV 218

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31R | 780/50 562 (600-1) | | 780-1½ 562 (600-1½) | 780-1¾ 562 (600-1¾) | 780-2 562 (600-2) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1081 (1100-3) |

FAF to MAP 4.7 NM

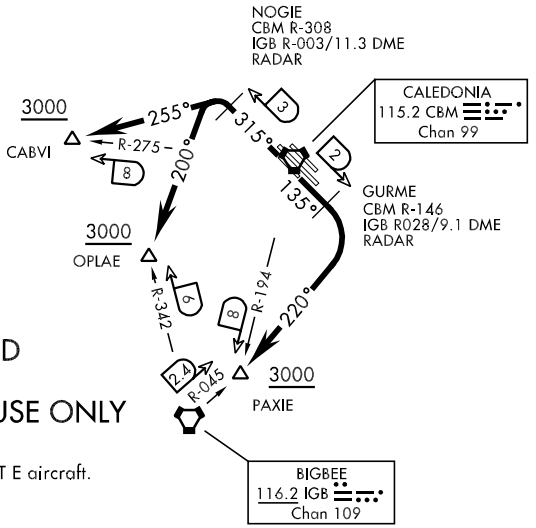
| Knots | 60 | 90 | 120 | 150 | 180 | 200 |
|---|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 | 1:25 |

ATIS 115.2 273.5
CLNC DEL
126.25 269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
COLUMBUS DEP CON
132.025 291.65

978

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 13R ⓐ | V/V(fpm) | 340 | 680 | 1010 | 1350 | 1680 | 2020 |
| 31L ⓑ | V/V(fpm) | 400 | 800 | 1200 | 1600 | 2000 | 2400 |

ATC Climb Rate
ⓐ to PAXIE or 3000
ⓑ to CABVI / OPLAE or 3000




L-18, H-6

RADAR REQUIRED

14 FTW AIRCRAFT USE ONLY

Procedure not authorized for CAT E aircraft.

Rwy 13R: Do not exceed 220 KIAS until PAXIE
Rwy 31L: Do not exceed 220 KIAS until CABVI / OPLAE

SC-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION
(BIGBEE)

TAKE-OFF RWY 13R: Cross DER at least 35′ AGL/229 MSL. Climb on track 135° to GURME (IGB VORTAC R-028/9.1 DME) then turn right heading 220° to PAXIE (IGB R-045/2.4 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35′ AGL/225 MSL. Climb on track 315° to NOGIE (IGB VORTAC R-003/11.3 DME) then turn left heading 200° to OPLAE (IGB R-342/6 DME). Cross OPLAE at or above 3000, then via assigned route or ATC instructions..

DEPARTURE ROUTE DESCRIPTION
(CALEDONIA)

TAKE-OFF RWY 13R: Cross DER at least 35′ AGL/229 MSL. Climb on track 135° to GURME (CBM VORTAC R-146/2 DME) then turn right heading 220° to PAXIE (CBM R-194/8 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35′ AGL/225 MSL. Climb on track 315° to NOGIE (CBM VORTAC R-308/3 DME) then turn left heading 255° to CABVI (CBM R-275/8 DME). Cross CABVI at or above 3000, then via assigned route or ATC instructions..

| VORTAC IGB 116.2 Chan 109 | APP CRS 097° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 188 |
|---|---|---|

# VOR or GPS-A

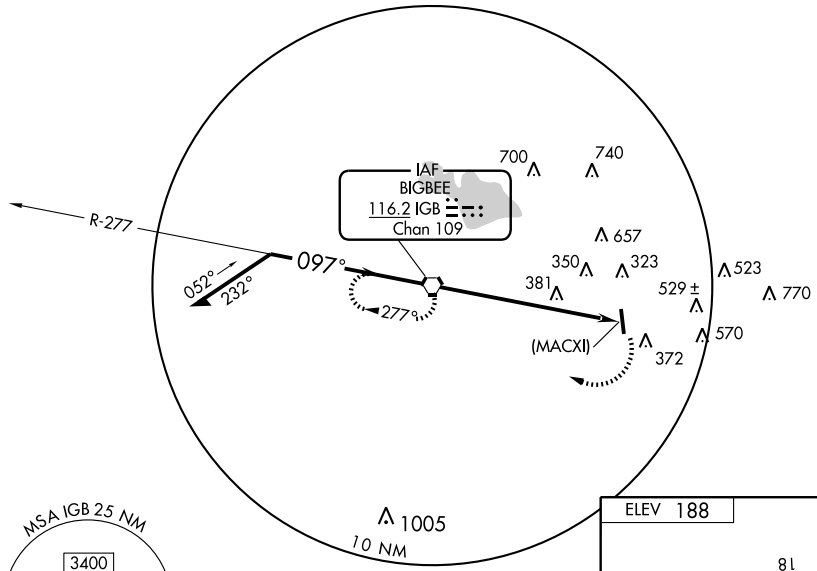
## COLUMBUS-LOWNDES COUNTY (UBS)

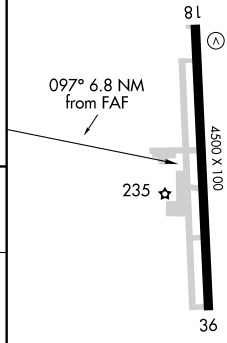
Use Columbus AFB altimeter setting.

NA

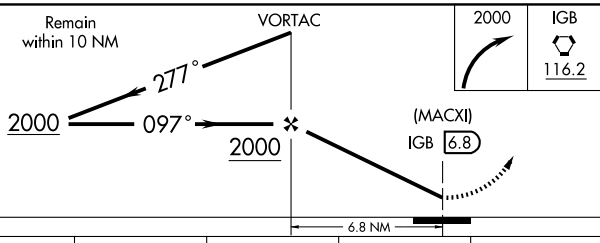
MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.

| COLUMBUS APP CON ★ | UNICOM |
|---|---|
| 135.6 323.275 | 122.8 (CTAF) L |




MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720-1 532 (600-1) | | 840-1¾<br>652 (700-1¾) | 840-2<br>652 (700-2) |

| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |

SC-4, 22 OCT 2009 to 19 NOV 2009

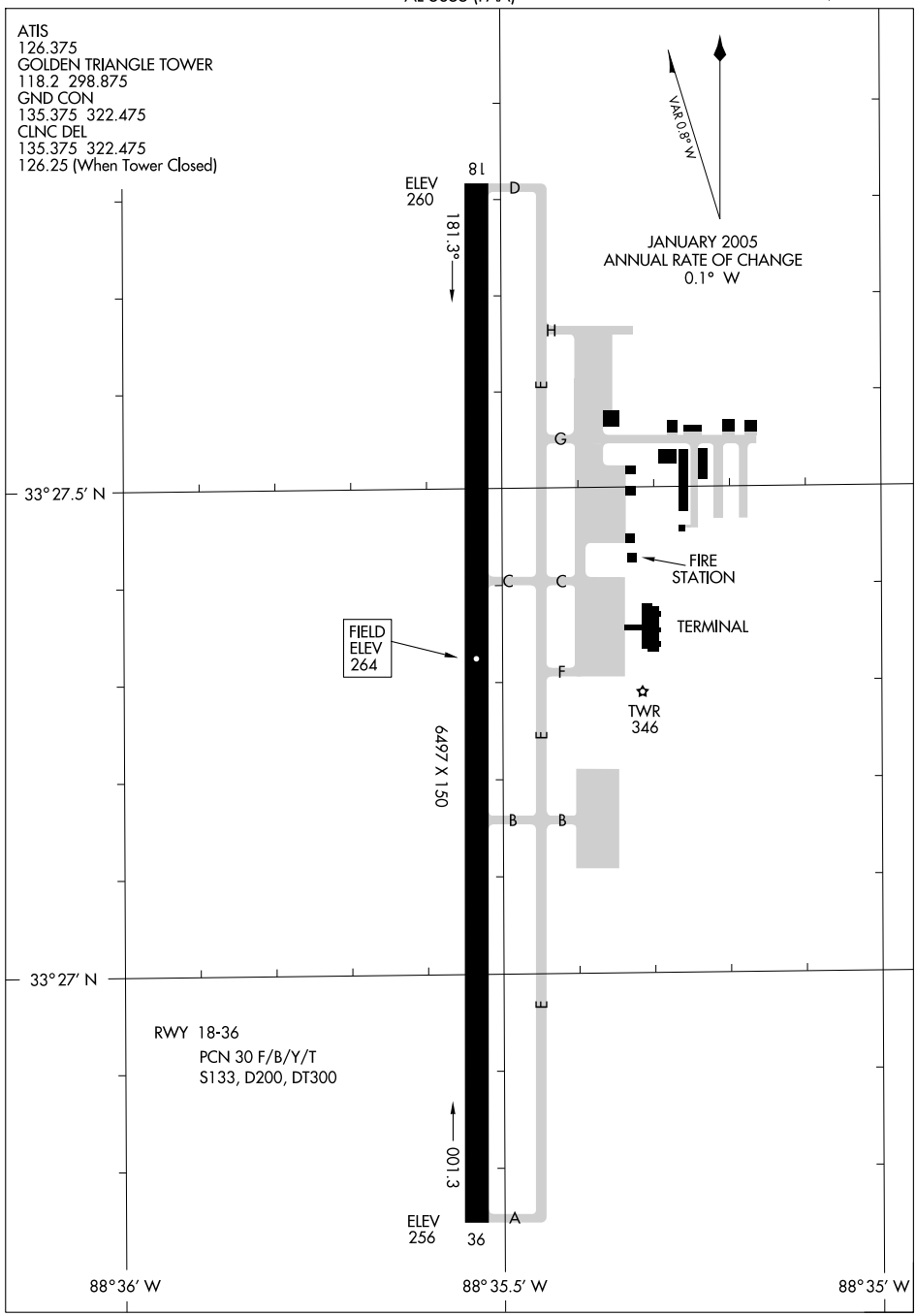
09183

# AIRPORT DIAGRAM

AL-5855 (FAA)

## COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI




SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-GTR | APP CRS | Rwy Idg | 6497 |
|---|---|---|---|
| 110.7 | 179° | TDZE | 264 |
| | | Apt Elev | 264 |

# ILS or LOC RWY 18

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

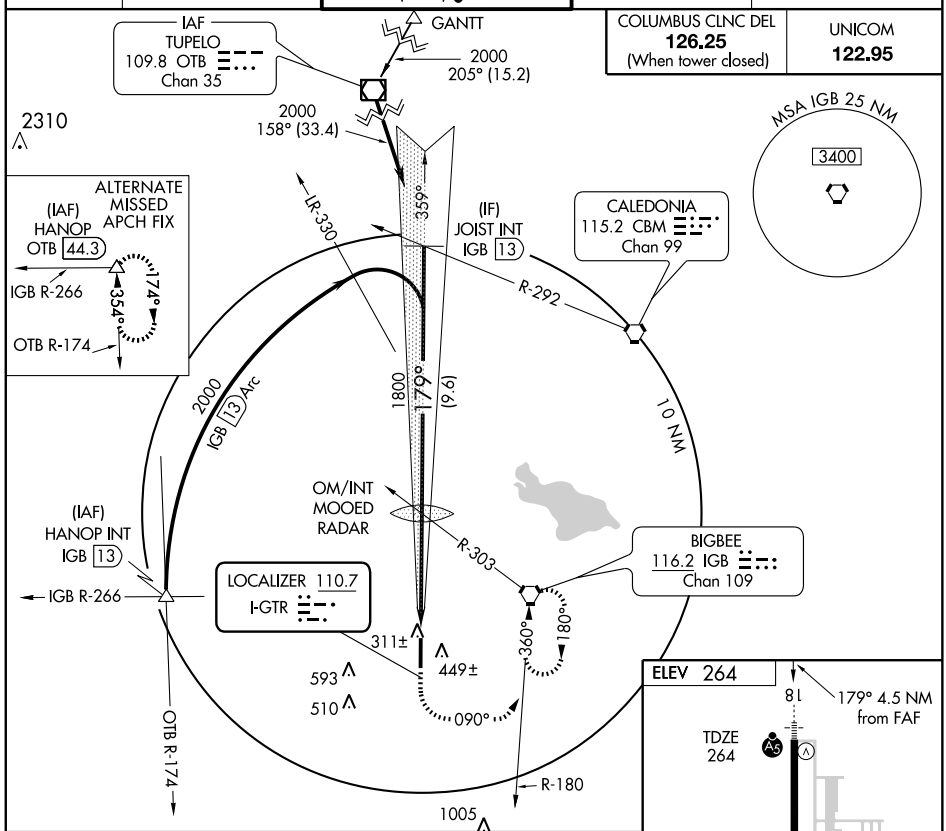
If local altimeter setting not received, use Tupelo Rgnl altimeter setting and increase DA to 590 feet and all MDAs 140 feet.

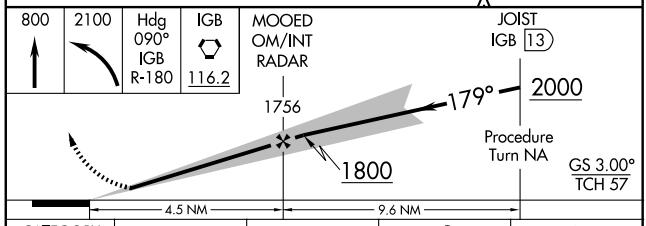
MALSR

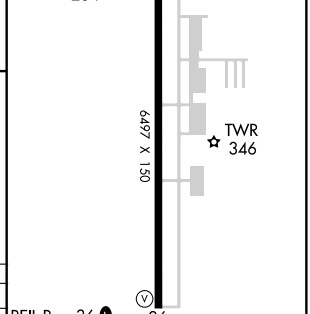
MISSED APPROACH: Climb to 800 then climbing left turn to 2100 via Heading 090° and IGB R-180 to IGB VORTAC and hold.

| ATIS | COLUMBUS APP CON ★ | GOLDEN TRIANGLE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.375 | 135.6 323.275 | 118.2 (CTAF) L 298.875 | 135.375 322.475 | 135.375 322.475 |

COLUMBUS CLNC DEL 126.25 (When tower closed) | UNICOM 122.95




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 464-½ 200 (200-½) | | | |
| S-LOC 18 | 640-½ 376 (400-½) | | | 640-¾ 376 (400-¾) |
| CIRCLING | 760-1 496 (500-1) | | 760-1½ 496 (500-1½) | 820-2 556 (600-2) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 63203 W18A | APP CRS 179° | Rwy Idg 6497 / TDZE 264 / Apt Elev 264 |
|---|---|---|

# RNAV (GPS) RWY 18

## COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

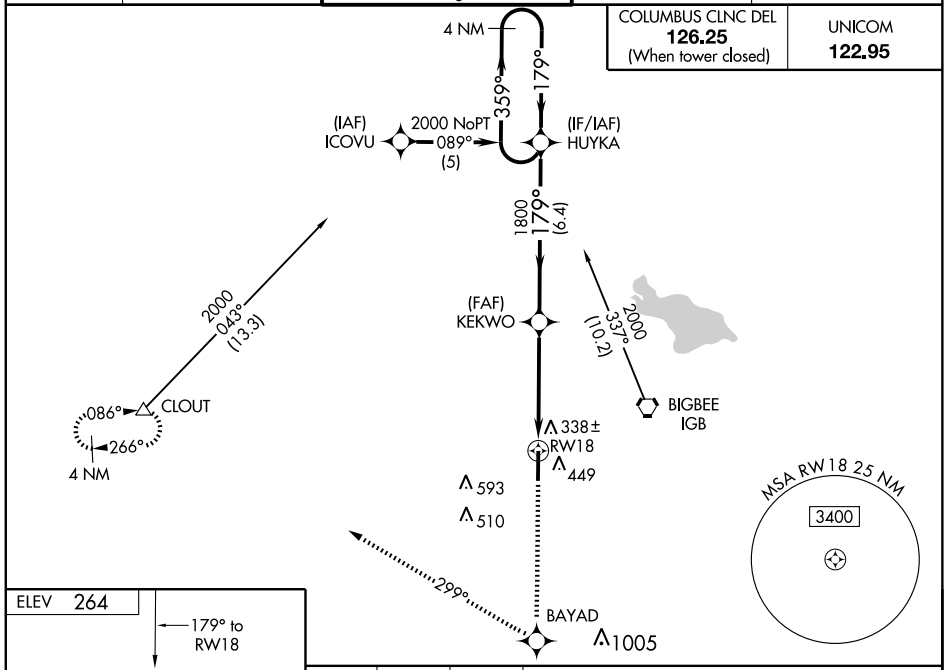
Baro-VNAV and VDP NA when using Tupelo Rgnl altimeter setting. When local altimeter setting not received, use Tupelo Regional altimeter setting and increase all DA/MDA 140 feet; LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. For inoperative MALSR, when using Tupelo Rgnl altimeter setting, increase LPV all Cats visibility to 1¼ mile.

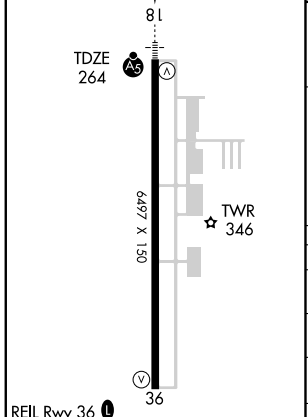
MALSR

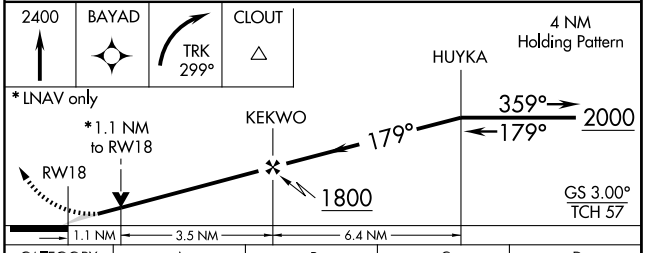
MISSED APPROACH: Climb to 2400 direct BAYAD and right turn via 299° track to CLOUT and hold.

| ATIS | COLUMBUS APP CON★ | GOLDEN TRIANGLE TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.375 | 135.6 323.275 | 118.2 (CTAF) L 298.875 | 135.375 322.475 | 135.375 322.475 |

| COLUMBUS CLNC DEL | UNICOM |
|---|---|
| 126.25 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 514-½ 250 (300-½) | | | |
| LNAV/ VNAV DA | 667-1 403 (500-1) | | | |
| LNAV MDA | 660-½ 396 (400-½) | | | 660-1 396 (400-1) |
| CIRCLING | 760-1 496 (500-1) | | 760-1½ 496 (500-1½) | 820-2 556 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 99600 W36A | APP CRS 359° | Rwy Idg 6497<br>TDZE 264<br>Apt Elev 264 |
|---|---|---|

# RNAV (GPS) RWY 36

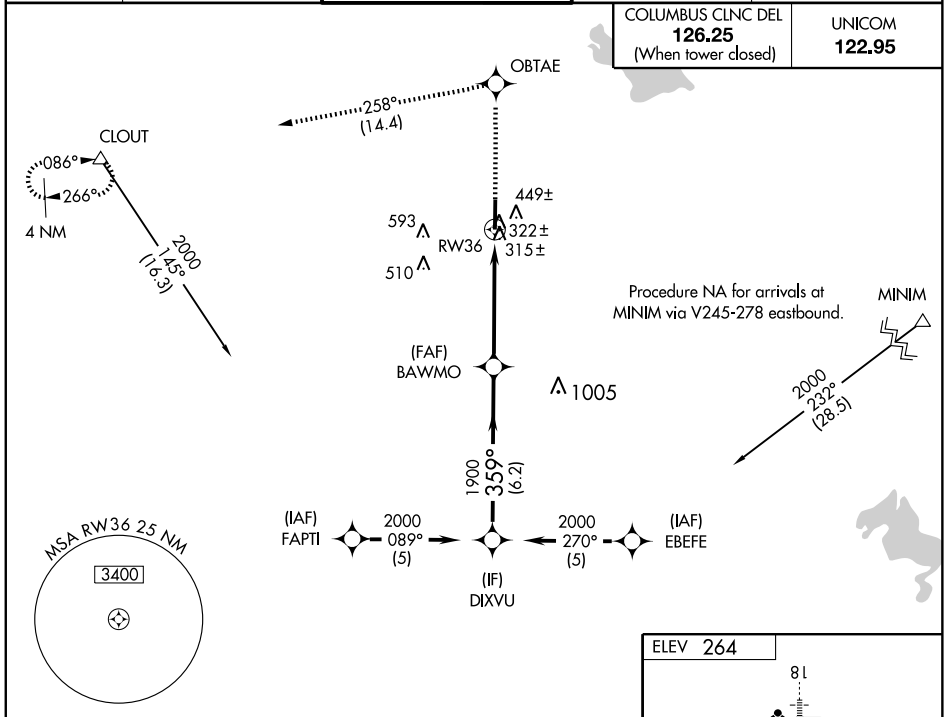
COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

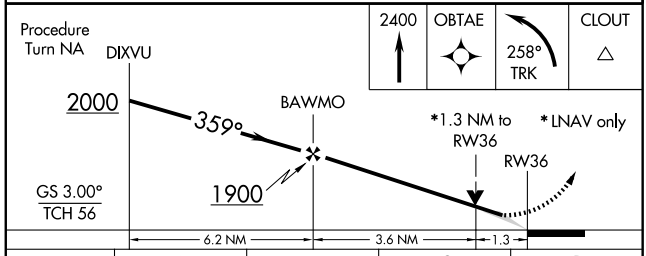
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbus AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2400 direct OBTAE and left turn via 258° track to CLOUT and hold.

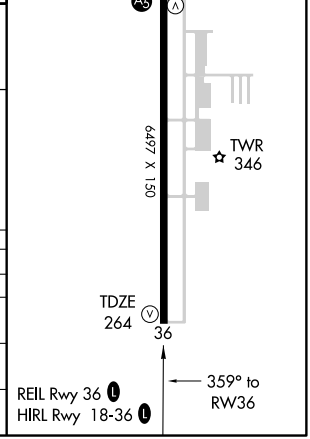
| ATIS | COLUMBUS APP CON★ | GOLDEN TRIANGLE TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.375 | 135.6 323.275 | 118.2 (CTAF) L 298.875 | 135.375 322.475 | 135.375 322.475 |

COLUMBUS CLNC DEL 126.25 (When tower closed) | UNICOM 122.95




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 518-¾ 254 (300-¾) | | | |
| LNAV/ VNAV DA | 616-1¼ 352 (400-1¼) | | | |
| LNAV MDA | 720-1 456 (500-1) | | 720-1¼ 456 (500-1¼) | 720-1½ 456 (500-1½) |
| CIRCLING | 800-1¼ 536 (600-1¼) | | 800-1½ 536 (600-1½) | 820-2 556 (600-2) |




SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-UUR | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 111.1 | 176° | TDZE | 414 |
| | | Apt Elev | 425 |

# ILS or LOC RWY 18

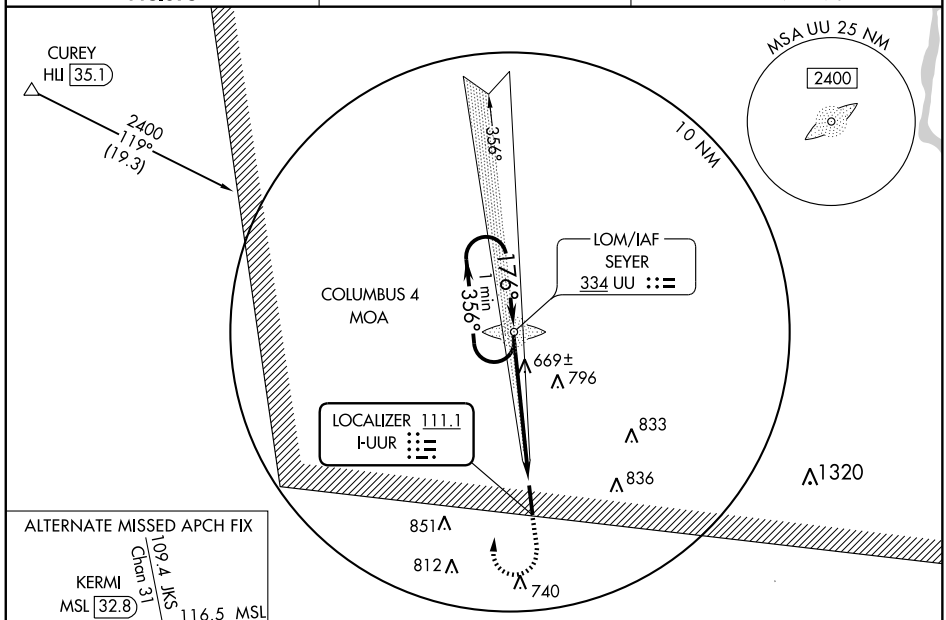
CORINTH/ROSCOE TURNER (CRX)

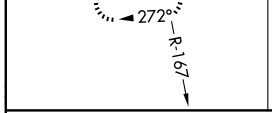
When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682, and all MDAs 80 feet; increase S-LOC 18 Cat D visibility ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase S-ILS 18 all Cats visibility to 1 mile. ADF required.

MALSR

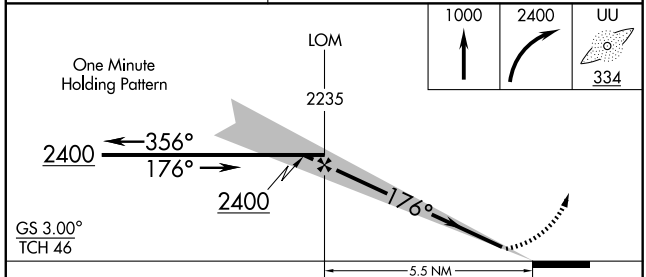
MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

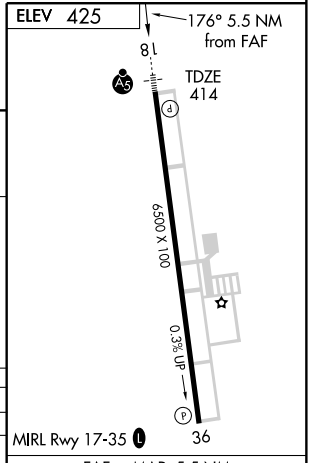
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.675 | 135.9 273.55 | 122.8 (CTAF) L |




ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 614-½ 200 (200-½) | | | |
| S-LOC 18 | 920-½ 506 (500-½) | | 920-1 506 (500-1) | |
| CIRCLING | 920-1 495 (500-1) | | 920-1½ 495 (500-1½) | 980-2 555 (600-2) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS Chan **72806** **W18A** | APP CRS **176°** | Rwy Idg **6500** TDZE **414** Apt Elev **425** |
|---|---|---|

# RNAV (GPS) RWY 18

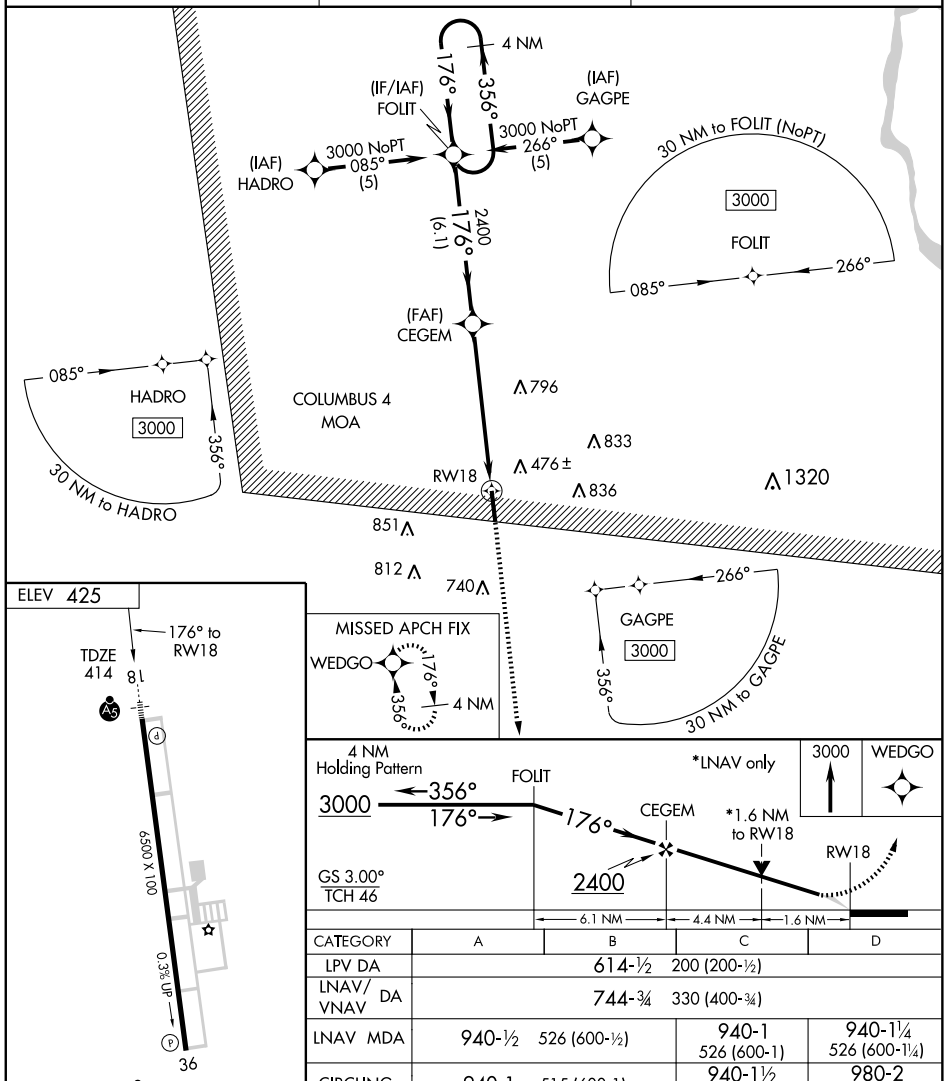
CORINTH/ROSCOE TURNER (CRX)

▼ BARO-VNAV NA when using Selmer altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.

MALSR

MISSED APPROACH: Climb to 3000 direct WEDGO and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| **118.675** | **135.9 273.55** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 614-½ | 200 (200-½) | |
| LNAV/VNAV DA | | 744-¾ | 330 (400-¾) | |
| LNAV MDA | 940-½ | 526 (600-½) | 940-1 526 (600-1) | 940-1¼ 526 (600-1¼) |
| CIRCLING | 940-1 | 515 (600-1) | 940-1½ 515 (600-1½) | 980-2 555 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 356° | TDZE | 425 |
| | Apt Elev | 425 |

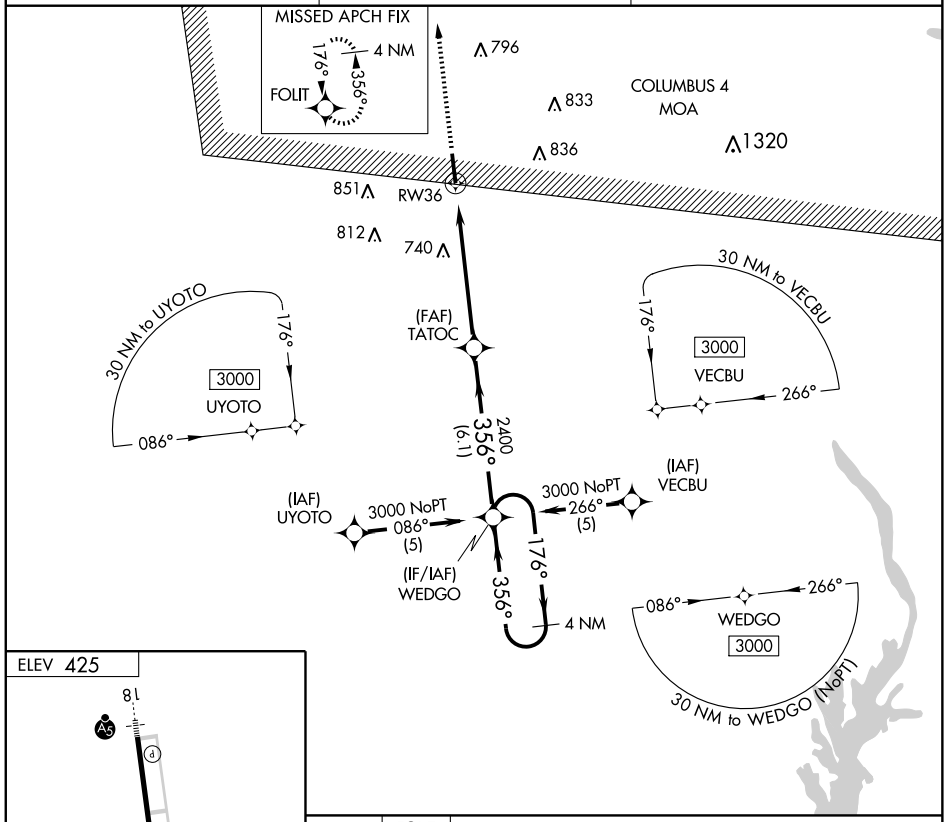
# RNAV (GPS) RWY 36

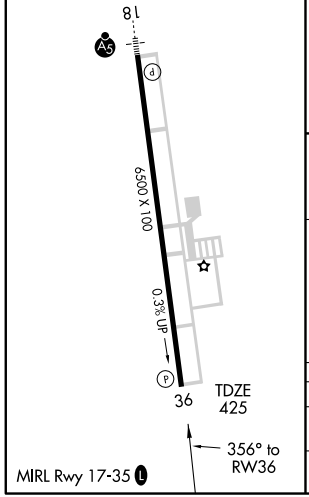
CORINTH/ROSCOE TURNER (CRX)

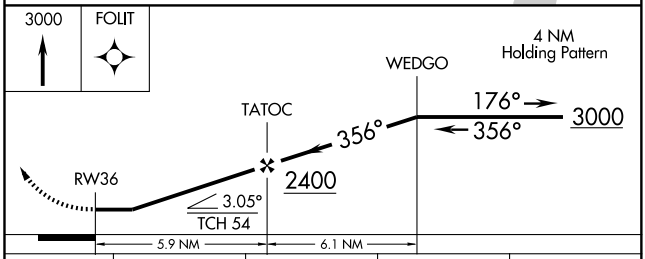
When VGSI inoperative, straight-in/circling Rwy 36 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Selmer altimeter setting and increase all MDAs 80 feet; increase all Cat C and D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FOLIT and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.675 | 135.9 273.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 | 615 (700-1) | 1040-1¾ 615 (700-1¾) | 1040-2 615 (700-2) |
| CIRCLING | 1040-1 | 615 (700-1) | 1040-1¾ 615 (700-1¾) | 1040-2 615 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC SQS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.7 | 324° | TDZE | N/A |
| Chan 94 | | Apt Elev | 137 |

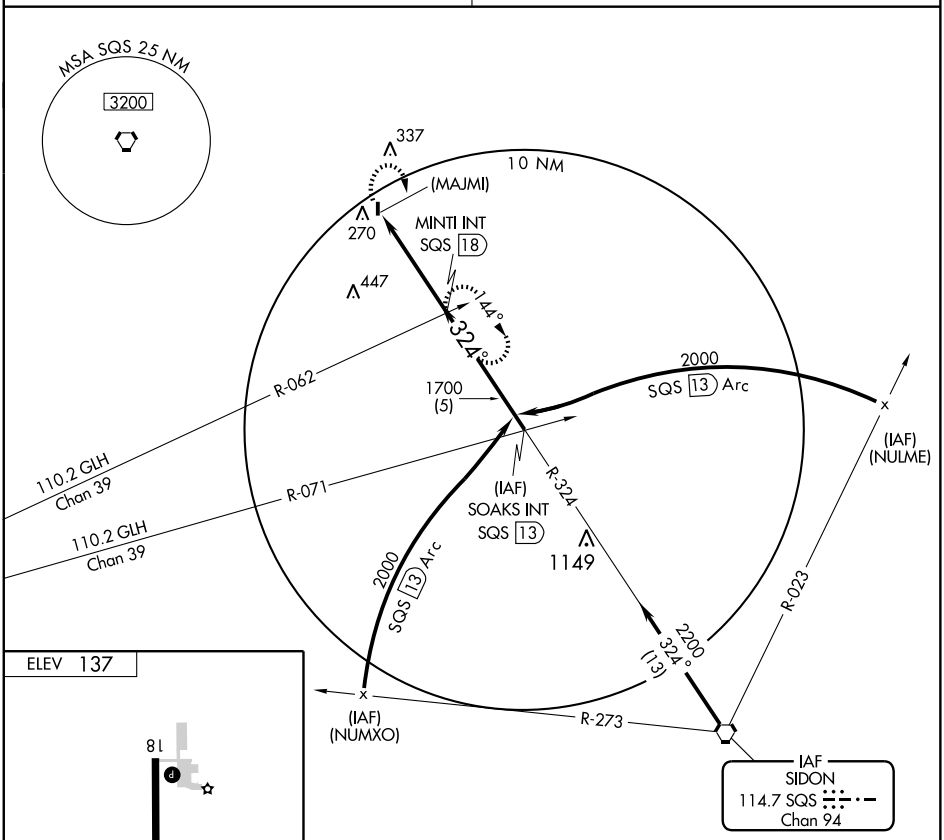
# VOR or GPS-A

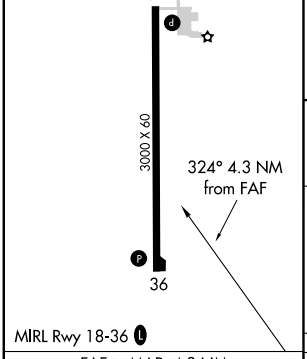
DREW/ RULEVILLE-DREW (M37)

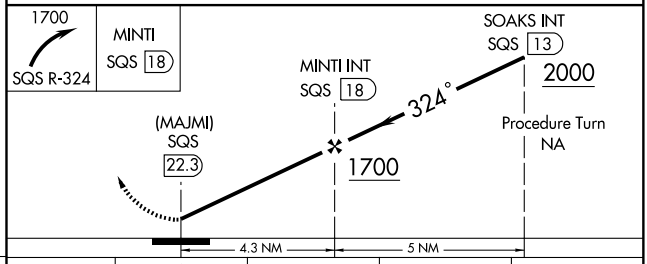
NA Use Greenwood altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via SQS R-324 to MINTI Int and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 135.875 269.35 | 122.9 L |




| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

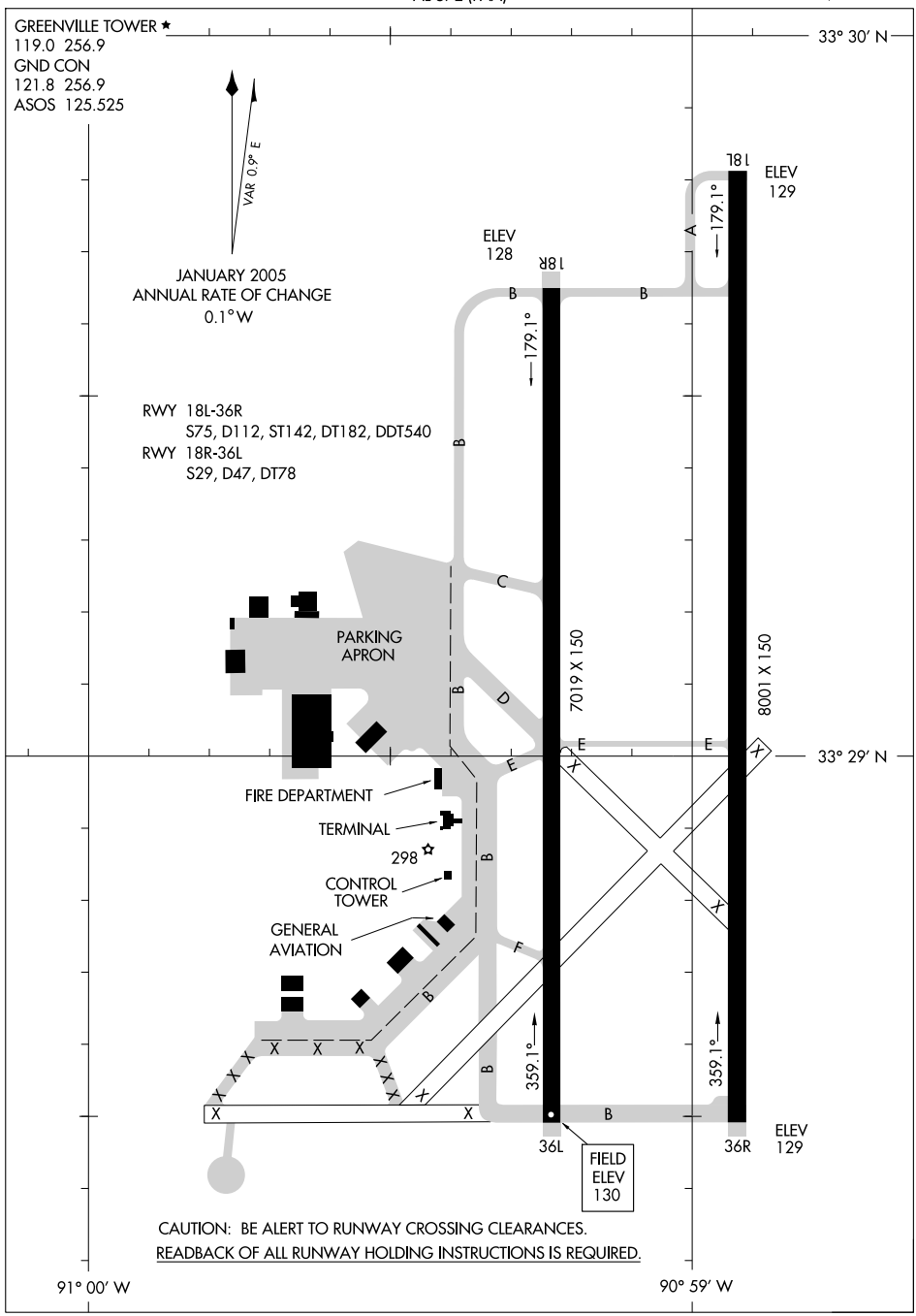
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 740-1 603 (700-1) | 740-1¼ 603 (700-1¼) | 740-1¾ 603 (700-1¾) | NA |

SC-4, 22 OCT 2009 to 19 NOV 2009

# AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)
GREENVILLE, MISSISSIPPI




SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-GLH | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 109.1 | 177° | TDZE | 129 |
| | | Apt Elev | 131 |

# ILS OR LOC RWY 18L

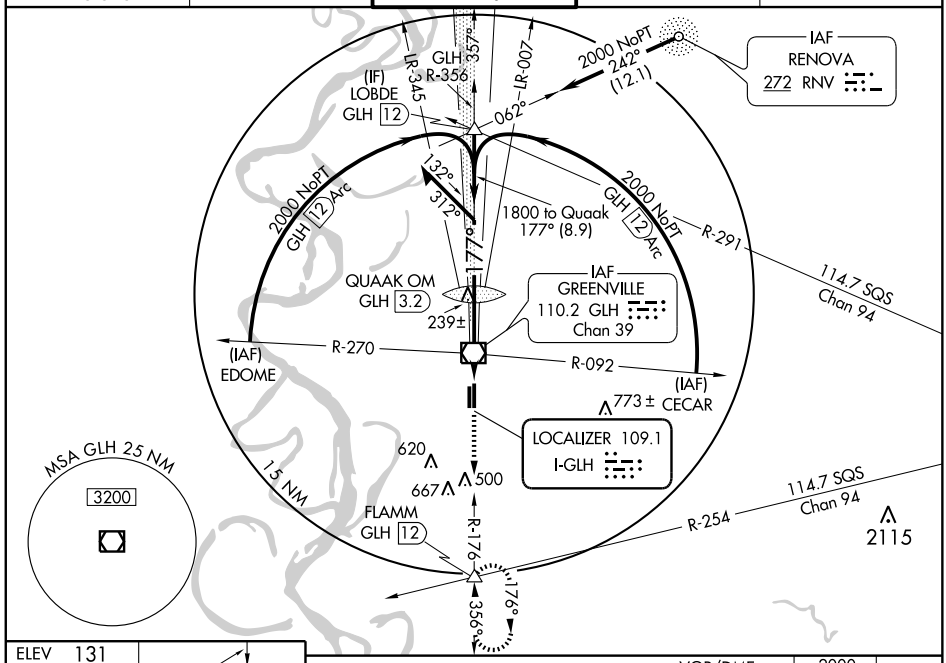
GREENVILLE/MID DELTA RGNL (GLH)

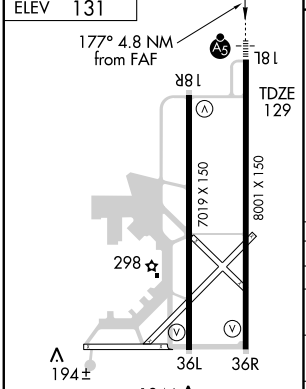
When control tower closed, except for operators with approved weather reporting service, use Greenwood altimeter setting.
DME or FM required for LOC Minimums.
Greenwood Altimeter Setting Minimums: Inoperative table does not apply.
S-ILS and S-LOC visibility increase ½ mile for inoperative MALSR.

MALSR

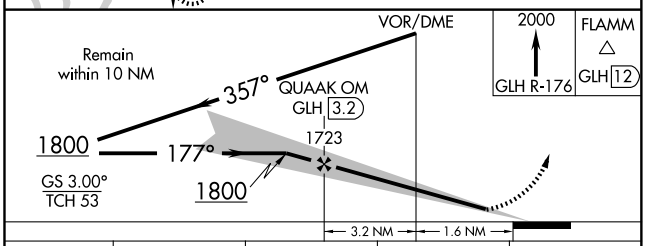
MISSED APPROACH: Climb to 2000 via GLH R-176 to FLAMM Int/ GLH 12 DME and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18L | 329-½ 200 (200-½) | | | |
| S-LOC 18L | 500-½ 371 (400-½) | | | 500- ¾ 371 (400-¾) |
| CIRCLING | 600-1 469 (500-1) | | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |
| GREENWOOD ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 18L | 529-¾ 400 (400-¾) | | | |
| S-LOC 18L | 700-¾ 571 (600-¾) | | 700-1 571 (600-1) | 700-1¼ 571 (600-1¼ ) |
| CIRCLING | 800-1¼ 669 (700-1¼) | | 800-2 669 (700-2) | 800-2¼ 669 (700-2¼) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| CH 97411 | 177° | TDZE | 129 |
| W18A | | Apt Elev | 131 |

# RNAV (GPS) RWY 18L

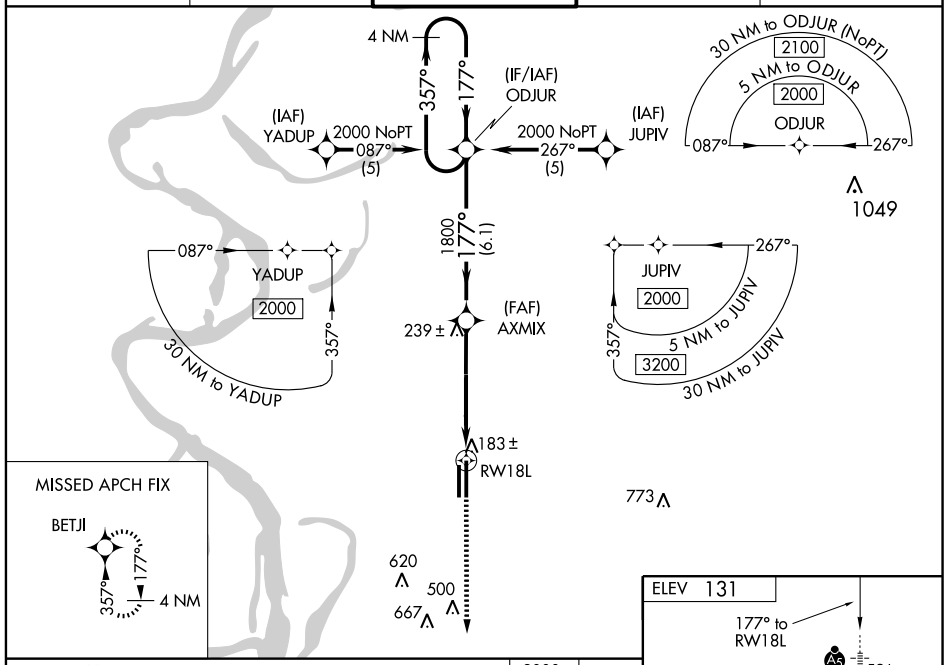
GREENVILLE/MID DELTA RGNL (GLH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 548, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility ½ mile, Cat D visibility ¼ mile, increase LNAV Cat C visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 1 mile. When using Greenwood altimeter setting, for inoperative MALSR increase LPV visibility all Cats to 1 mile.

MALSR

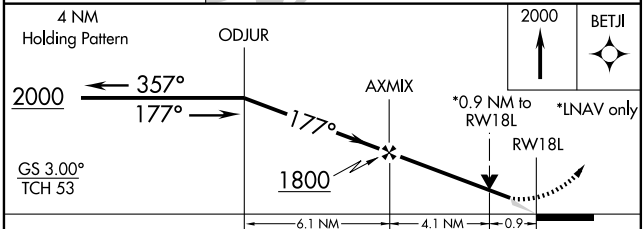
MISSED APPROACH: Climb to 2000 direct BETJI and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |

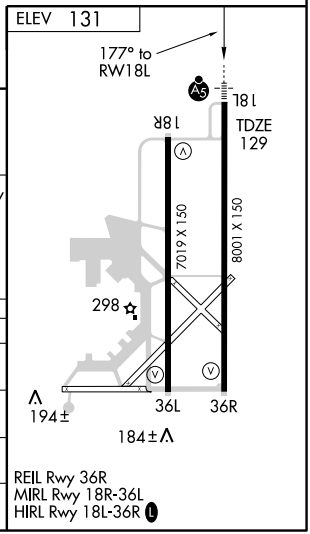









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 329-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 439-½ 310 (400-½) | | | 439-¾ 310 (400-¾) |
| LNAV MDA | 460-½ 331 (400-½) | | | 460-1 331 (400-1) |
| CIRCLING | 600-1 469 (500-1) | | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |




SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 70411 W18B | APP CRS 177° | Rwy Idg 7019 TDZE 128 Apt Elev 131 |
|---|---|---|

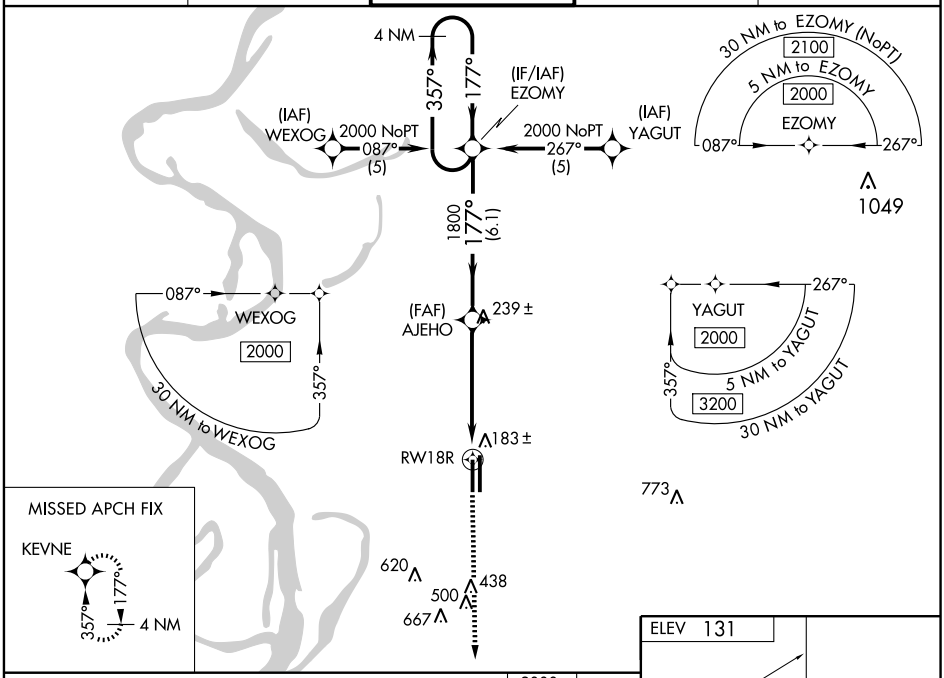
# RNAV (GPS) RWY 18R

GREENVILLE/MID DELTA RGNL (GLH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 555, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct KEVNE and hold.

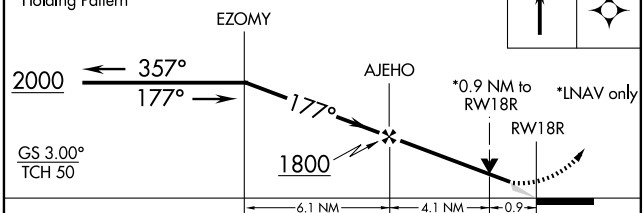
| ASOS | MEMPHIS CENTER | GREENVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |



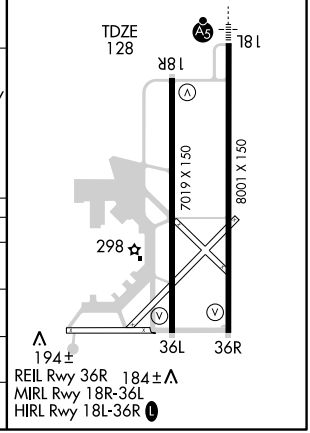

MISSED APCH FIX




4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 378-1 250 (300-1) | | | |
| LNAV/VNAV DA | 446-1 318 (400-1) | | | |
| LNAV MDA | 480-1 352 (400-1) | | | 480-1¼ 352 (400-1¼) |
| CIRCLING | 600-1 469 (500-1) | | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |




SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 77611 W36A | APP CRS 357° | Rwy Idg 7019 TDZE 130 Apt Elev 131 |
|---|---|---|

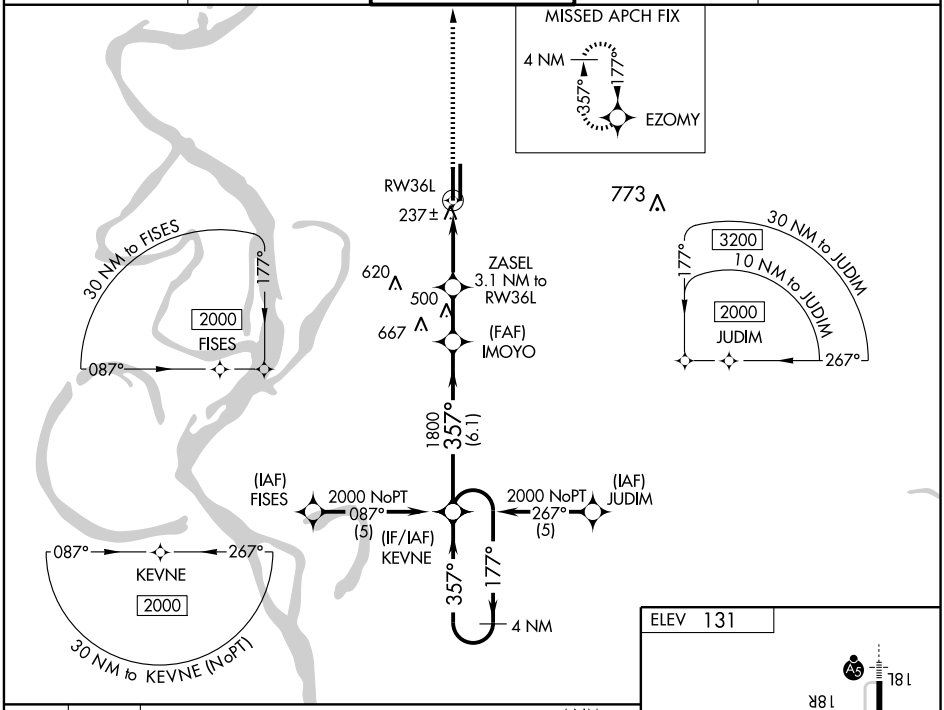
# RNAV (GPS) RWY 36L

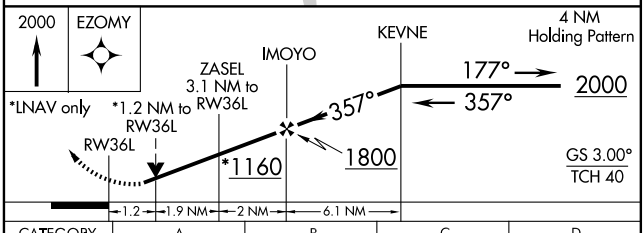
GREENVILLE/MID DELTA RGNL (GLH)

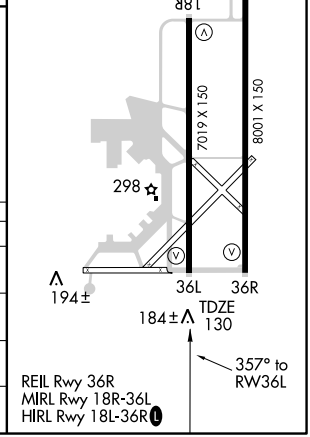
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 576, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct EZOMY and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 467-1¼ 337 (400-1¼) | | | |
| LNAV/VNAV DA | 512-1¼ 382 (400-1¼) | | | |
| LNAV MDA | 540-1 410 (500-1) | | 540-1¼ 410 (500-1¼) | |
| CIRCLING | 600-1 469 (500-1) | | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |

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| WAAS | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| CH 81911 | 357° | TDZE | 129 |
| W36B | | Apt Elev | 131 |

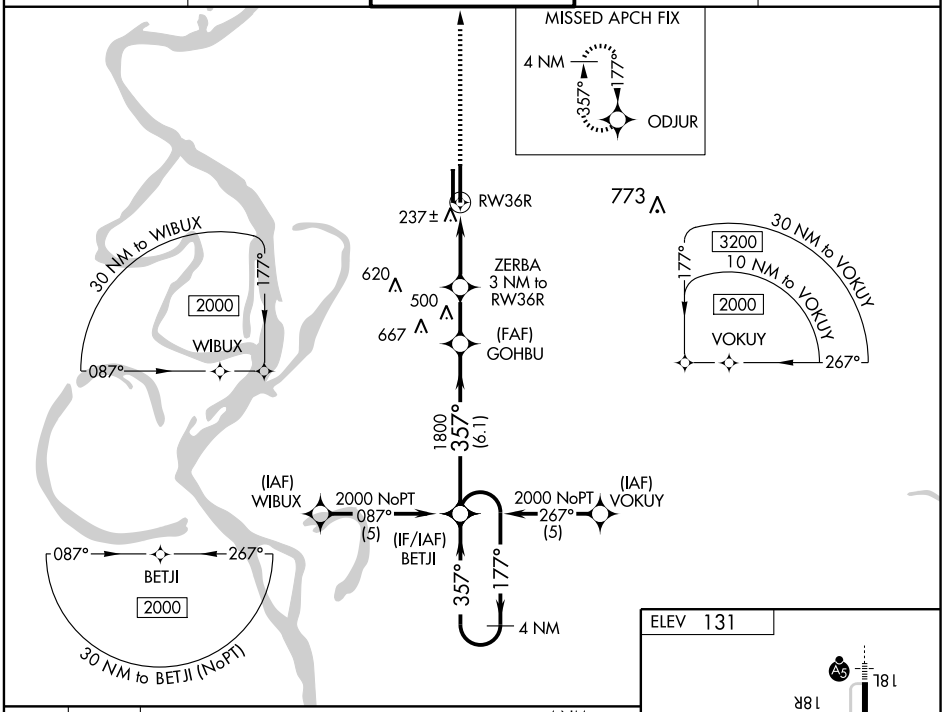
# RNAV (GPS) RWY 36R

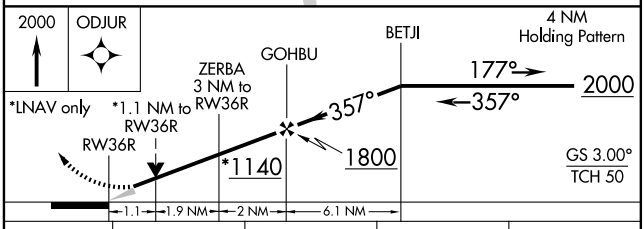
GREENVILLE/MID DELTA RGNL (GLH)

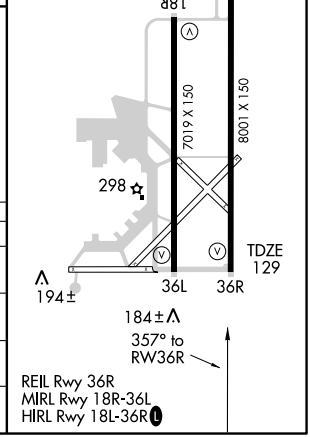
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 488, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct ODJUR and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 379-1 250 (300-1) | | | |
| LNAV/VNAV DA | 512-1¼ 383 (400-1¼) | | | |
| LNAV MDA | 540-1 411 (500-1) | | 540-1¼ 411 (500-1¼) | |
| CIRCLING | 600-1 469 (500-1) | | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VOR/DME GLH | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.2 | 175° | TDZE | 129 |
| Chan 39 | | Apt Elev | 131 |

# VOR/DME RWY 18L

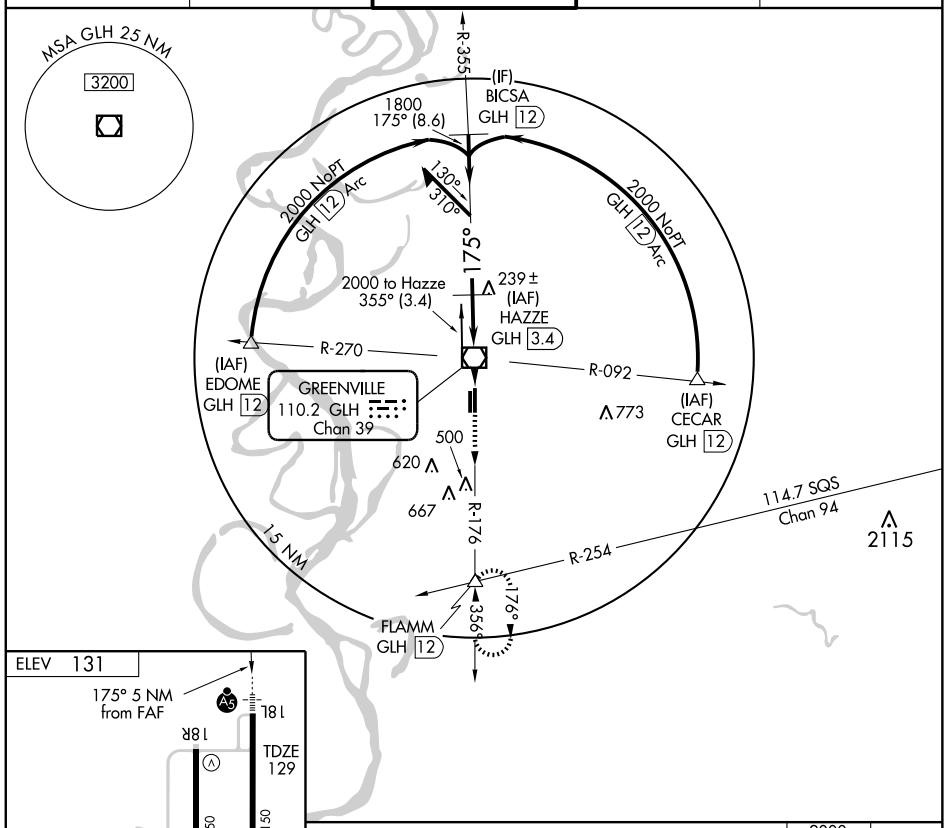
GREENVILLE/MID DELTA RGNL (GLH)

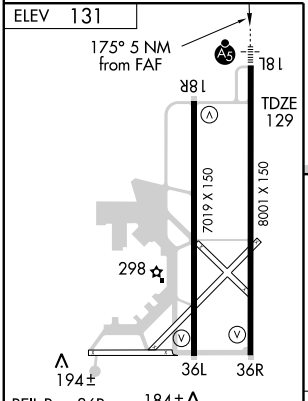
If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

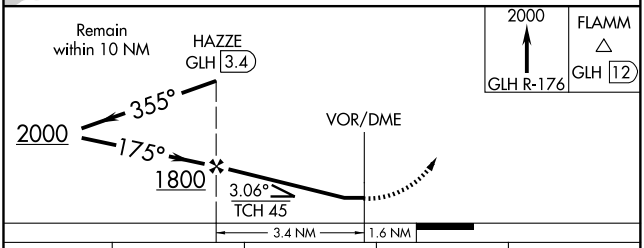
MALSR

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18L | 500-1½ 371 (400-1½) | | | |
| CIRCLING | 600-2 469 (500-2) | | | 700-2 569 (600-2) |

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| VOR/DME GLH | APP CRS | Rwy Idg 7019 |
|---|---|---|
| 110.2 | 183° | TDZE 128 |
| Chan 39 | | Apt Elev 131 |

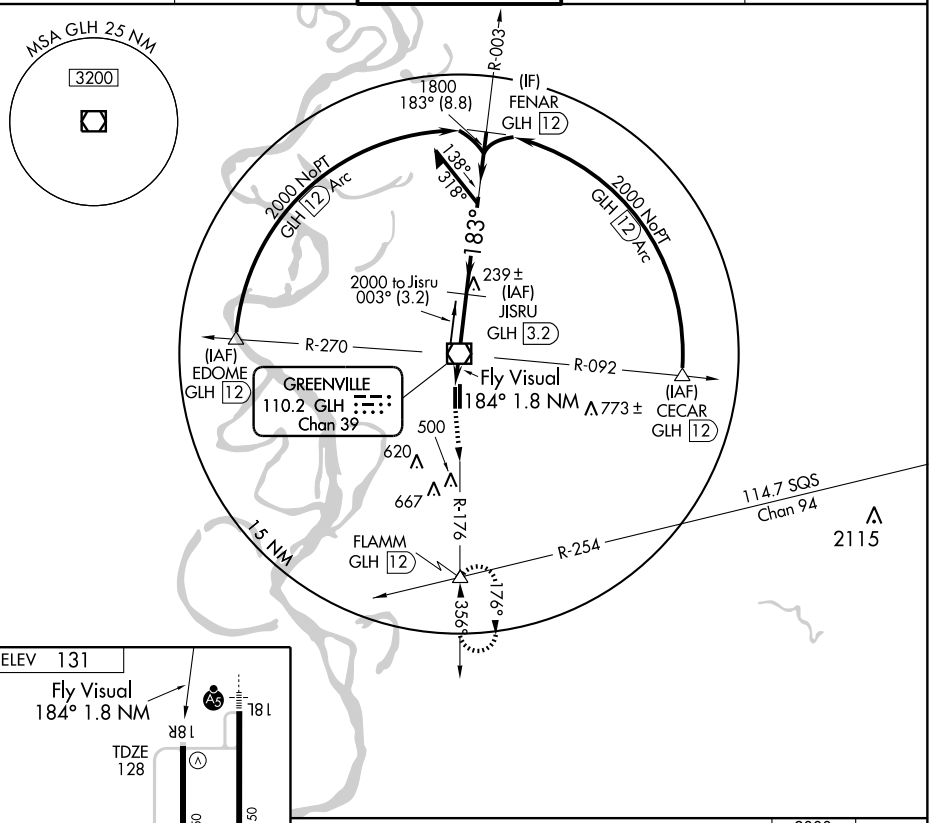
# VOR/DME RWY 18R

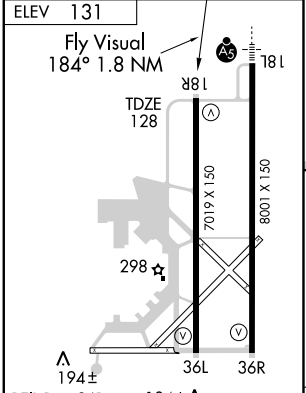
GREENVILLE/MID DELTA RGNL (GLH)

▼ If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

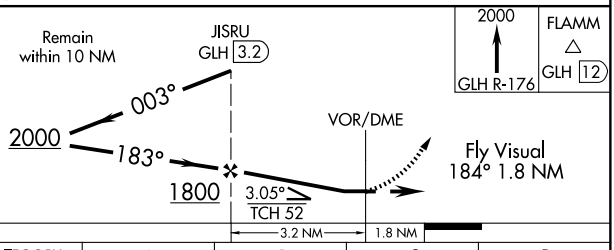
| ASOS | MEMPHIS CENTER | GREENVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |




REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18R | 500-2 372 (400-2) | | | |
| CIRCLING | 600-2 469 (500-2) | | | 700-2 569 (600-2) |

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# HI-VOR/DME RWY 5

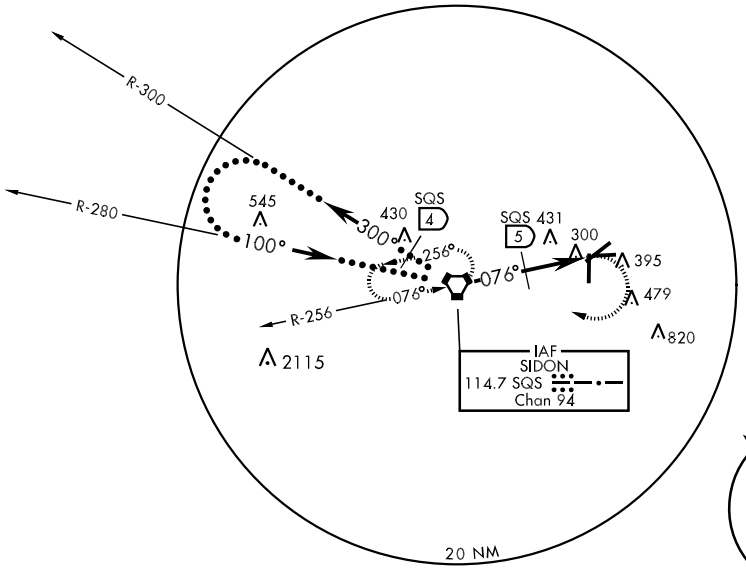
| VORTAC SQS | APCH CRS | Rwy Idg 5005 |
|---|---|---|
| 114.7 | 076° | TDZE 149 |
| Chan 94 | | Arpt Elev 162 |

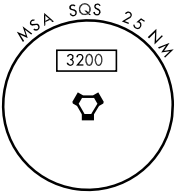
JAL-181 [USAF]

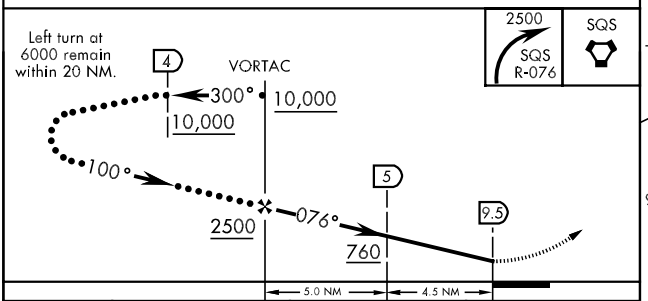
GREENWOOD-LEFLORE (GWO)

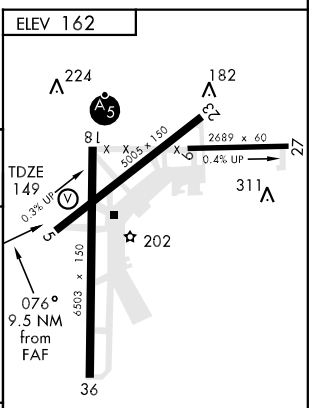
MISSED APPROACH: Climbing right turn to 2500 via SQS R-076 to SQS VORTAC and hold.

| MEMPHIS CENTER | GREENWOOD TOWER★ | GND CON | GREENWOOD RADIO | CLNC DEL |
|---|---|---|---|---|
| 132.5 259.1 | 118.35 (CTAF) L 367.6 | 125.55 373.4 | 122.55 | 125.55 |




HIRL Rwy 18-36 L
MIRL Rwy 5-23 L

| CATEGORY | C | D | E |
|---|---|---|---|
| S-5 | 600-1¼ 451 (500-1¼) | 600-1½ 451 (500-1½) | |
| CIRCLING | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) | 1080-3 918 (1000-3) |

FAF to MAP 9.5 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 4:45 | 4:04 | 3:34 | 3:10 | 2:51 |

| LOC I-GWO | APP CRS | Rwy Idg | 6503 |
|---|---|---|---|
| 111.3 | 179° | TDZE | 145 |
| | | Apt Elev | 162 |

# ILS or LOC RWY 18

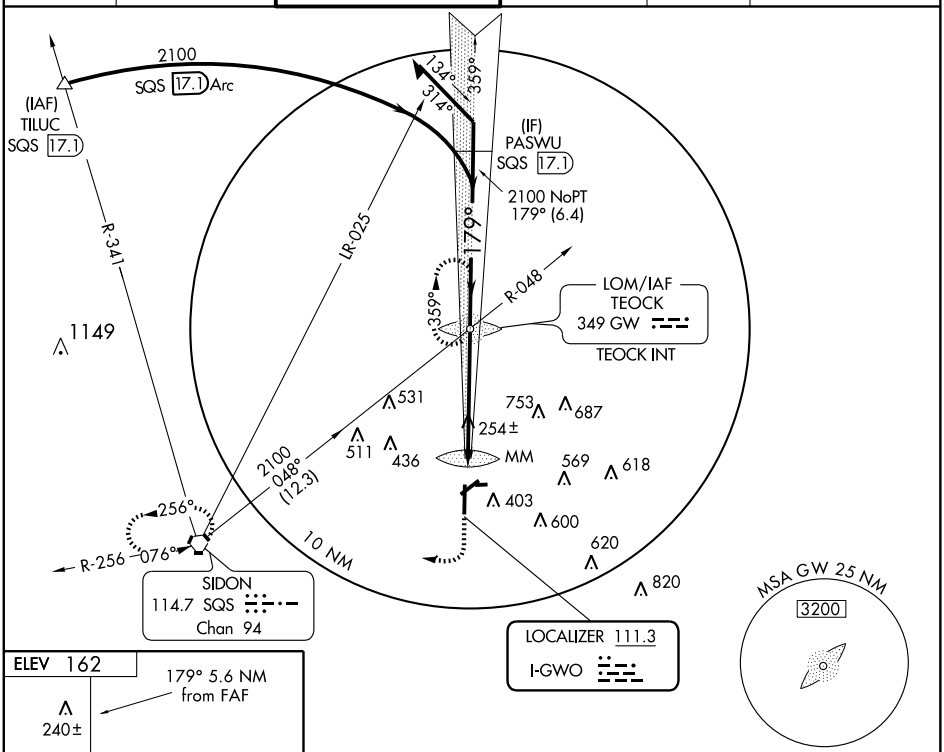
GREENWOOD-LEFLORE (GWO)

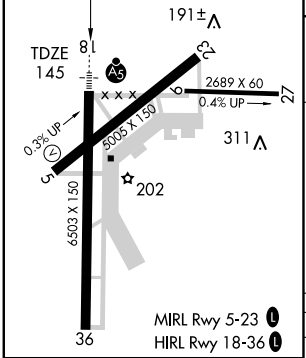
For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile.

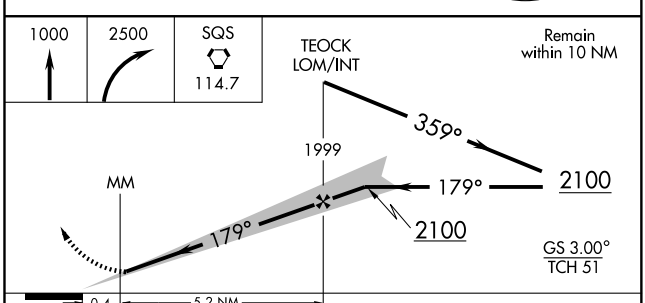
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SQS VORTAC and hold.

| ASOS | MEMPHIS CENTER | GREENWOOD TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.975 | 132.5 259.1 | 118.35 (CTAF) L 367.6 | 125.55 373.4 | 125.55 | 122.95 |




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 345-½ | 200 (200-½) | | |
| S-LOC 18 | 520-¾ | 375 (400-¾) | | |
| CIRCLING | 760-1 598 (600-1) | | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) |

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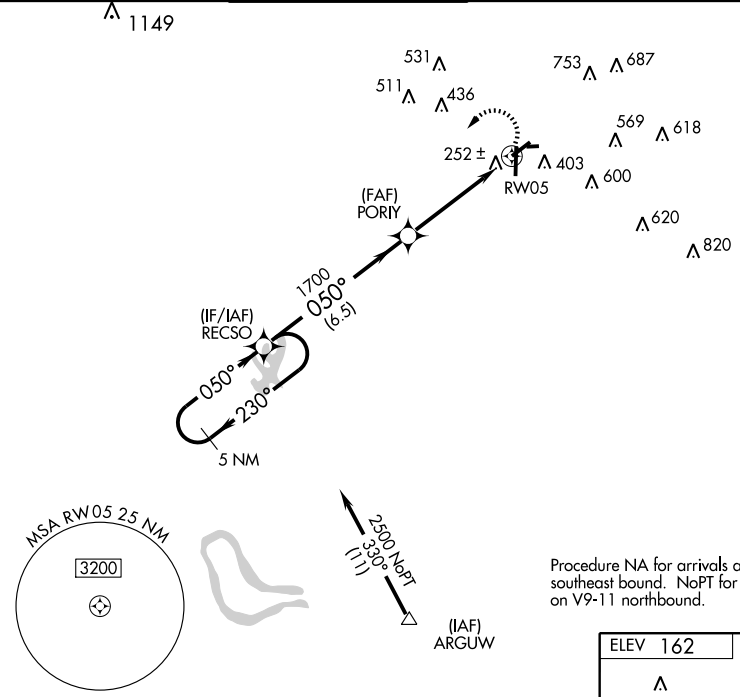
| APP CRS | Rwy Idg | 5005 |
|---|---|---|
| 050° | TDZE | 149 |
| | Apt Elev | 162 |

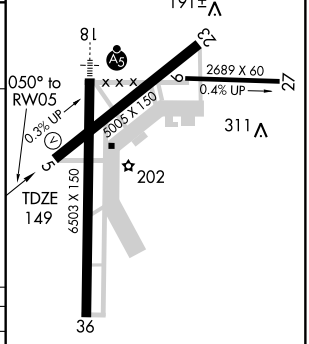
# RNAV (GPS) RWY 5
## GREENWOOD-LEFLORE (GWO)

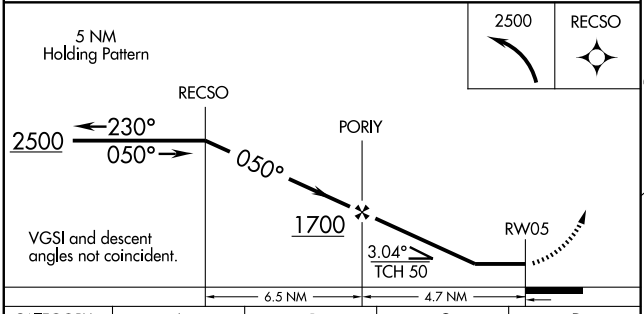
DME/DME RNP-0.3 NA.

MISSED APPROACH: Left turn to 2500 direct RECSO and hold.

| ASOS | MEMPHIS CENTER | GREENWOOD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.975 | 132.5 259.1 | 118.35 (CTAF) L 367.6 | 125.55 373.4 | 125.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 431 (500-1) | | 580-1¼ 431 (500-1¼) | 580-1½ 431 (500-1½) |
| CIRCLING | 760-1 598 (600-1) | | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) |

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| WAAS CH 50199 W18A | APP CRS 179° | Rwy Idg 6503 TDZE 145 Apt Elev 162 |
|---|---|---|

# RNAV (GPS) RWY 18

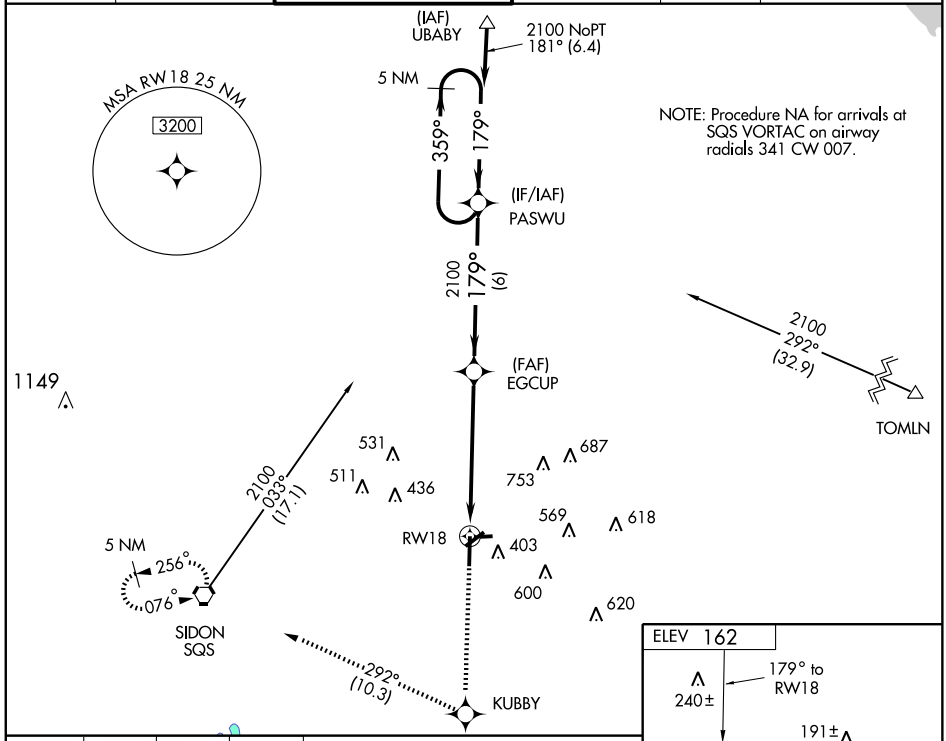
GREENWOOD-LEFLORE (GWO)

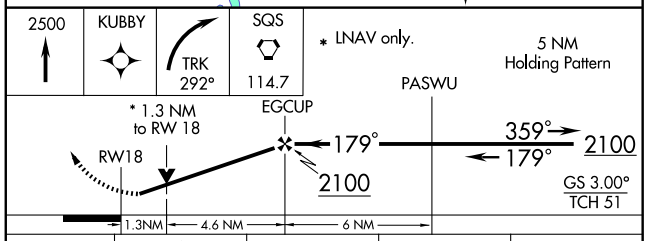
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV visibility Cats A and B to 1.

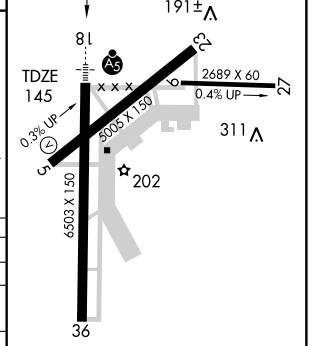
MALSR

MISSED APPROACH: Climb to 2500 direct KUBBY and right turn via 292° track to SQS VORTAC and hold.

| ASOS | MEMPHIS CENTER | GREENWOOD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.975 | 132.5 259.1 | 118.35 (CTAF) L 367.6 | 125.55 373.4 | 125.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 450-¾ 305 (300-¾) | | | |
| LNAV/VNAV DA | 515-¾ 370 (400-¾) | | | |
| LNAV MDA | 600-¾ 455 (500-¾) | | | 600-1 455 (500-1) |
| CIRCLING | 760-1¼ 598 (600-1¼) | | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) |

MIRL Rwy 5-23 L

HIRL Rwy 18-36 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 6503 |
|---|---|---|
| 359° | TDZE | 145 |
| | Apt Elev | 162 |

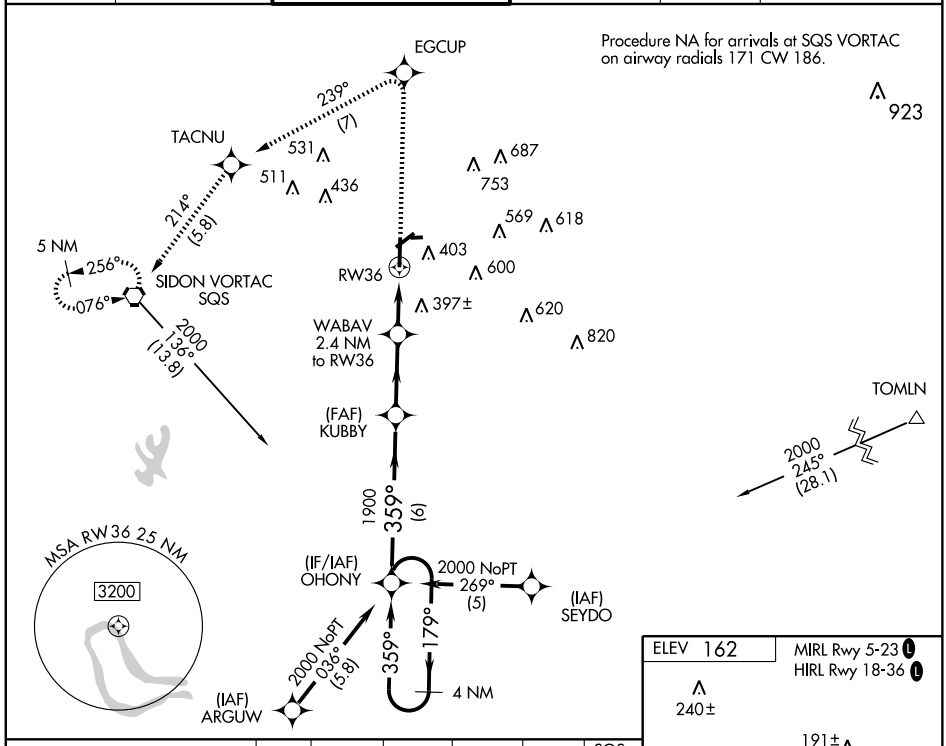
# RNAV (GPS) RWY 36

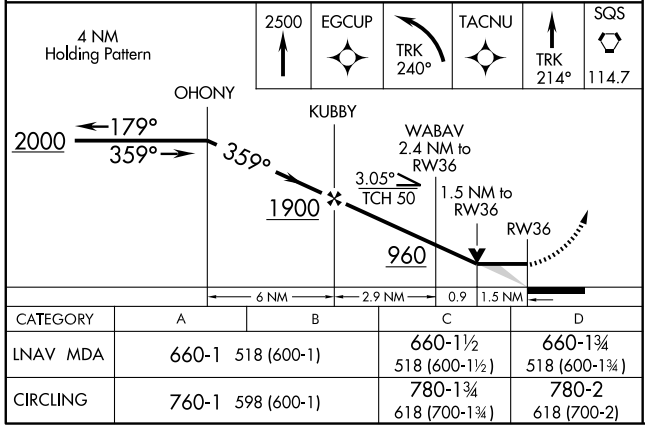
GREENWOOD-LEFLORE (GWO)

DME/DME RNP-0.3 NA.

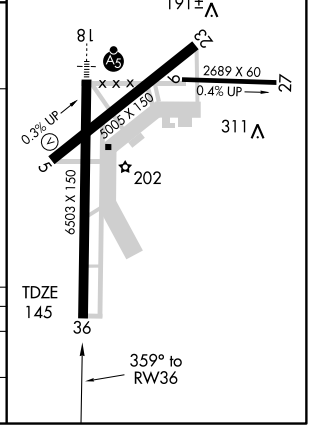
MISSED APPROACH: Climb to 2500 direct EGCUP and left turn via 240° track to TACNU and via 214° track to SQS VORTAC and hold.

| ASOS | MEMPHIS CENTER | GREENWOOD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.975 | 132.5 259.1 | 118.35 (CTAF) L 367.6 | 125.55 373.4 | 125.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 518 (600-1) | | 660-1½ 518 (600-1½) | 660-1¾ 518 (600-1¾) |
| CIRCLING | 760-1 598 (600-1) | | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) |




SC-4, 22 OCT 2009 to 19 NOV 2009

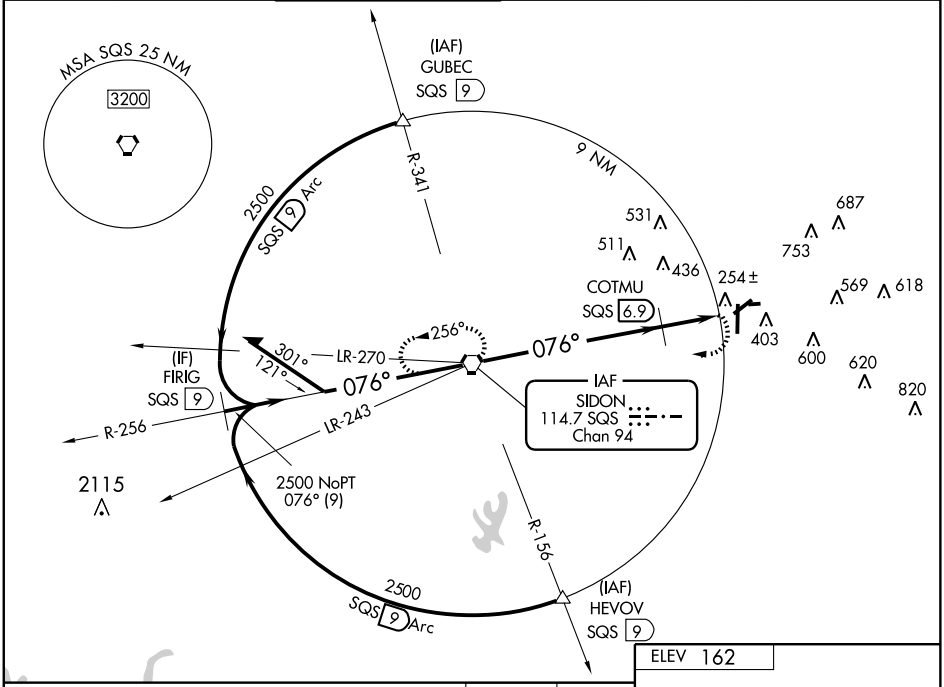
| VORTAC SQS 114.7 Chan 94 | APP CRS 076° | Rwy Idg 5005 TDZE 149 Apt Elev 162 |
|---|---|---|

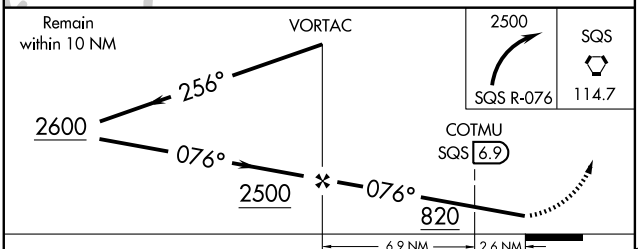
# VOR RWY 5

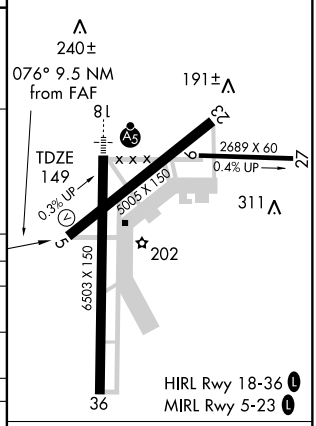
GREENWOOD-LEFLORE (GWO)

MISSED APPROACH: Climbing right turn to 2500 via SQS R-076 to SQS VORTAC and hold.

| ASOS 119.975 | MEMPHIS CENTER 132.5 259.1 | GREENWOOD TOWER* 118.35 (CTAF) L 367.6 | GND CON 125.55 373.4 | CLNC DEL 125.55 | UNICOM 122.95 |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 820-1 | 671 (700-1) | 820-2 671 (700-2) | 820-2 ¼ 671 (700-2¼) |
| CIRCLING | 820-1 | 658 (700-1) | 820-2 658 (700-2) | 820-2 ¼ 658 (700-2¼) |
| COTMU FIX MINIMUMS | | | | |
| S-5 | 600-1 | 451 (500-1) | 600-1¼ 451 (500-1¼) | 600-1½ 451 (500-1½) |
| CIRCLING | 760-1 | 598 (600-1) | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) |

FAF to MAP 9.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:30 | 6:20 | 4:45 | 3:48 | 3:10 |

SC-4, 22 OCT 2009 to 19 NOV 2009

GRENADA, MISSISSIPPI

AL-6569 (FAA)

| LOC/DME I-GNF | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 110.9 | 131° | TDZE | 208 |
| Chan 46 | | Apt Elev | 208 |

# ILS or LOC RWY 13

GRENADA MUNI (GNF)

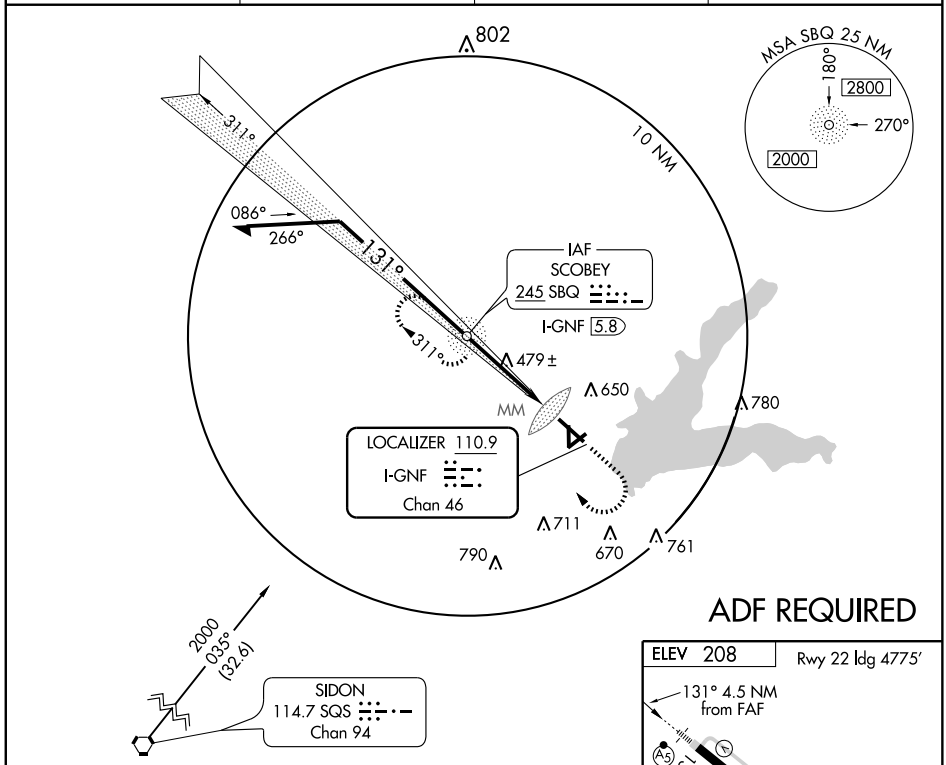
If local altimeter setting not received, use Greenwood-LeFlore altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Greenwood-LeFlore altimeter setting. Autopilot coupled approach not authorized.

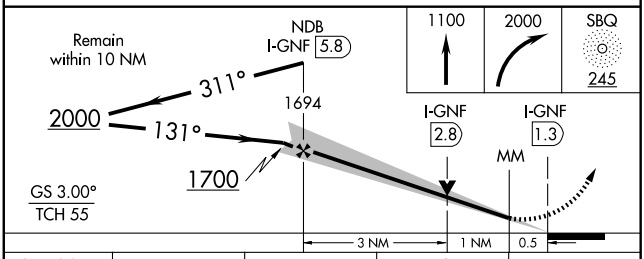
NA

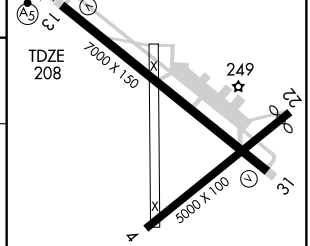
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct SBQ NDB and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-13 | 408-½ 200 (200-½) | | | |
| S-LOC-13 | 740-½ 532 (600-½) | | 740-1 532 (600-1) | 740-1¼ 532 (600-1¼) |
| CIRCLING | 1000-1 792 (800-1) | 1000-1¼ 792 (800-1¼) | 1000-2¼ 792 (800-2¼) | 1000-2½ 792 (800-2½) |

MIRL Rwy 13-31

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| NDB SBQ 245 | APP CRS 131° | Rwy Idg 7000<br>TDZE 208<br>Apt Elev 208 |
|---|---|---|

# NDB RWY 13
## GRENADA MUNI (GNF)

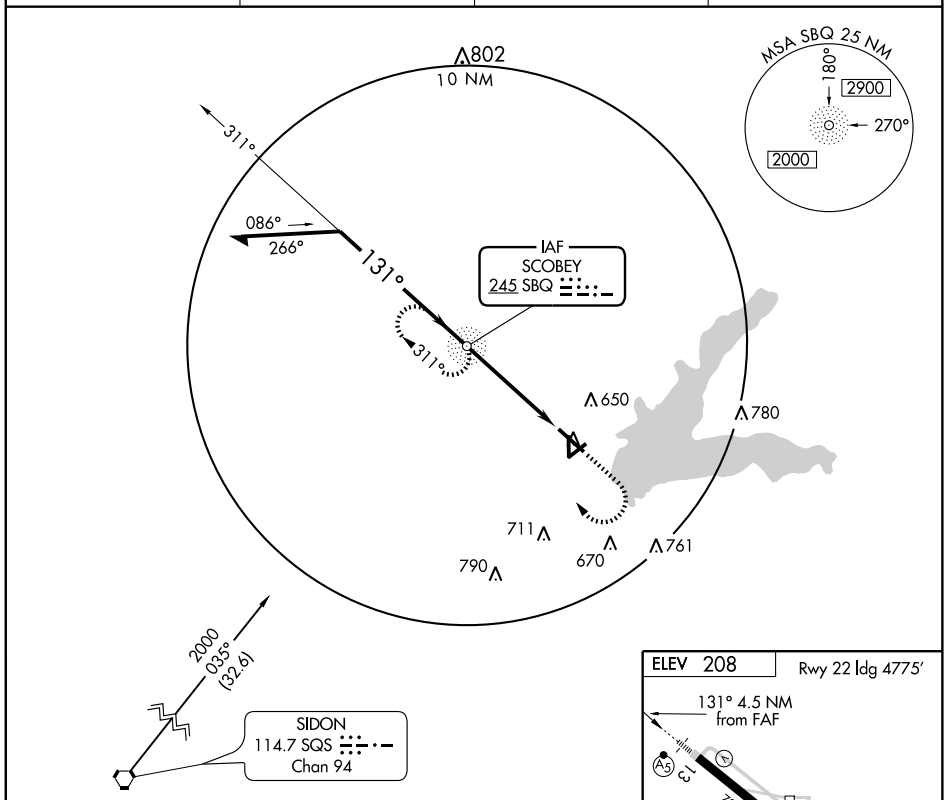
When local altimeter setting not received, use Greenwood altimeter setting.

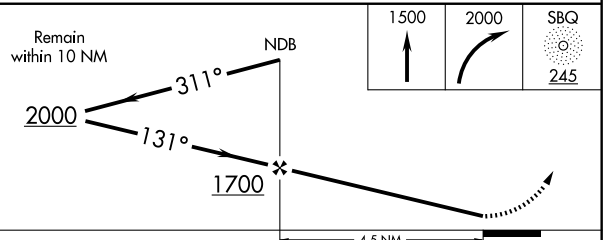
NA

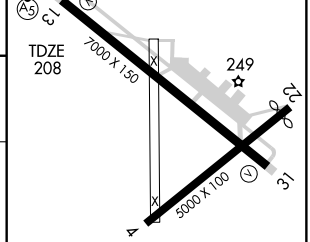
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SBQ NDB and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |




MIRL Rwy 13-31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1020-1<br>812 (900-1) | 1020-1¼<br>812 (900-1¼) | 1020-2½<br>812 (900-2½) | NA |
| CIRCLING | 1080-1<br>872 (900-1) | 1080-1¼<br>872 (900-1¼) | 1080-2½<br>872 (900-2½) | NA |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 051° | TDZE | 196 |
| | Apt Elev | 208 |

# RNAV (GPS) RWY 4

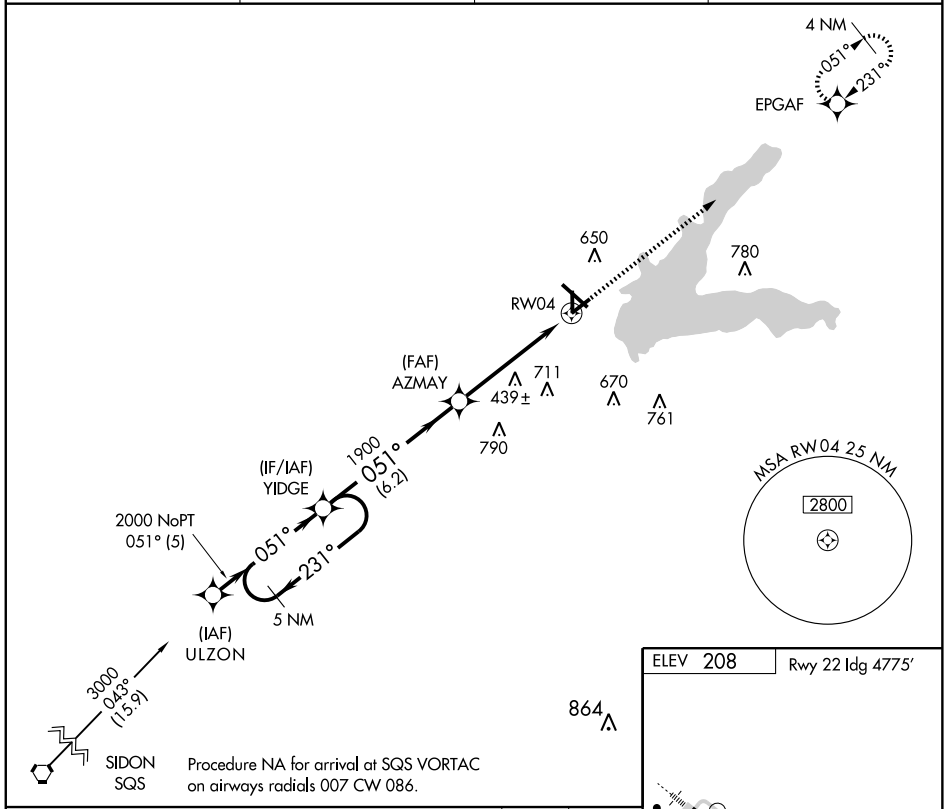
GRENADA MUNI (GNF)

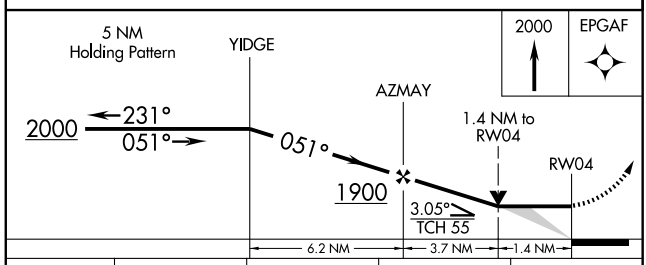
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase MDAs 80 feet. VDP NA with Greenwood altimeter setting.

NA

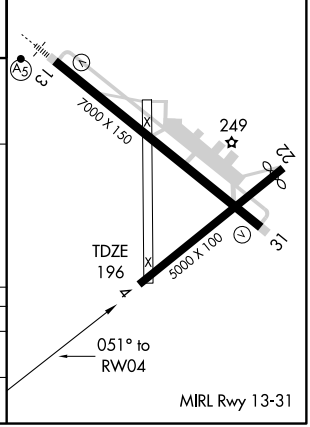
MISSED APPROACH: Climb to 2000 direct EPGAF and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 504 (500-1) | | 700-1½ 504 (500-1½) | |
| CIRCLING | 1000-1 792 (800-1) | 1000-1¼ 792 (800-1¼) | 1000-2¼ 792 (800-2¼) | 1000-2½ 792 (800-2½) |




SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 97328 W13A | APP CRS 131° | Rwy Idg 7000<br>TDZE 208<br>Apt Elev 208 |
|---|---|---|

# RNAV (GPS) RWY 13

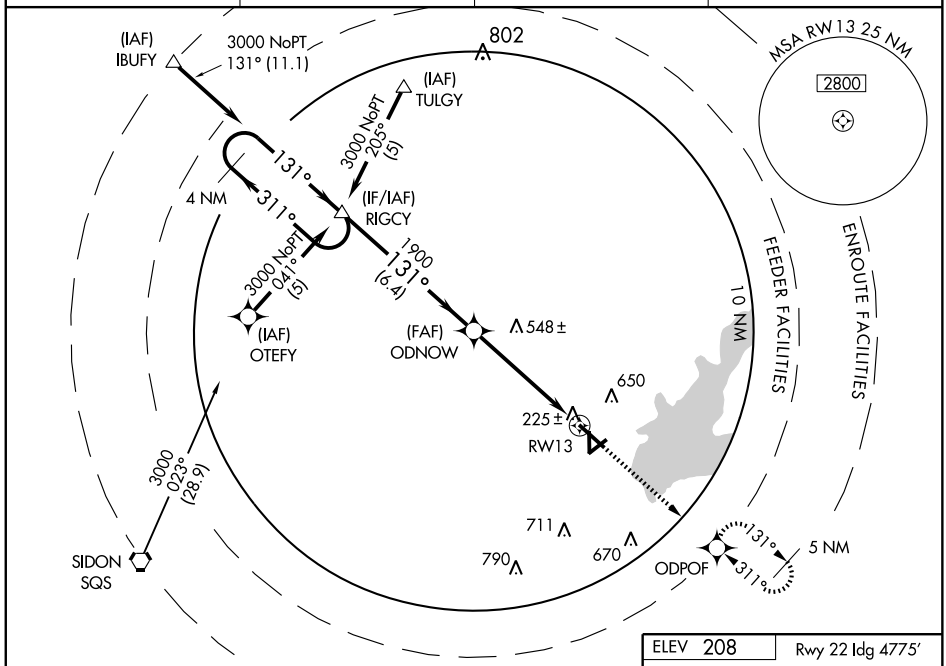
GRENADA MUNI (GNF)

DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to ¾ all Cats. If local altimeter setting not received, use Greenwood altimeter setting and increase all DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

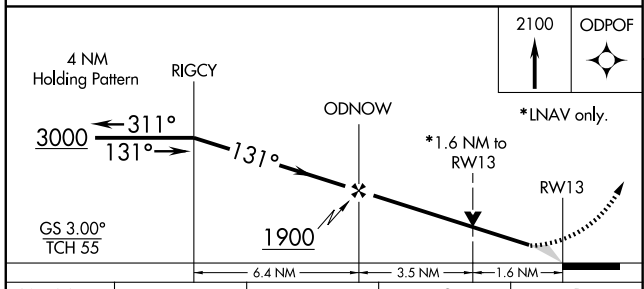
MALSR

MISSED APPROACH: Climb to 2100 direct ODPOF and hold.

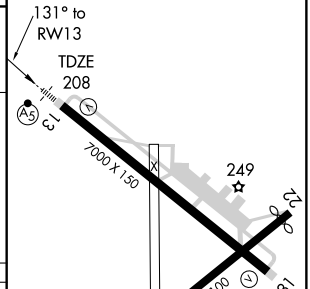
| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |




Procedure NA for arrivals at SQS VORTAC via V9 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 458-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 769-1½ 561 (600-1½) | | | |
| LNAV MDA | 780-½ 572 (600-½) | | 780-1 572 (600-1) | 780-1¼ 572 (600-1¼) |
| CIRCLING | 1000-2 792 (800-2) | | 1000-2¼ 792 (800-2¼) | 1000-2½ 792 (800-2½) |




MIRL Rwy 13-31

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 4775 |
|---|---|---|
| 231° | TDZE | 201 |
| | Apt Elev | 208 |

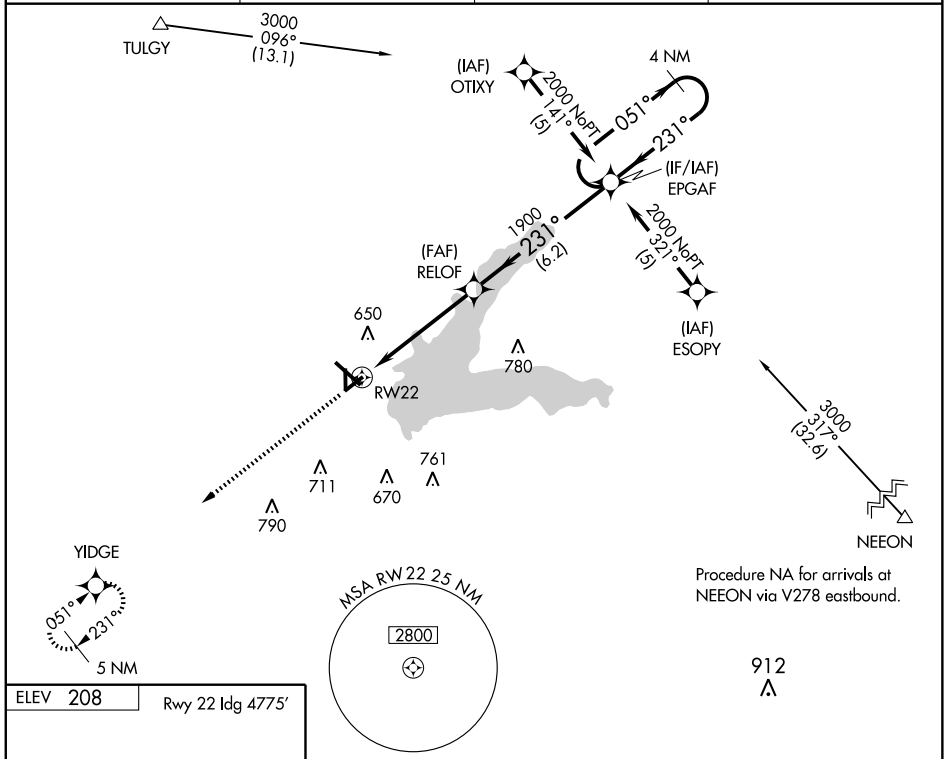
# RNAV (GPS) RWY 22

GRENADA MUNI (GNF)

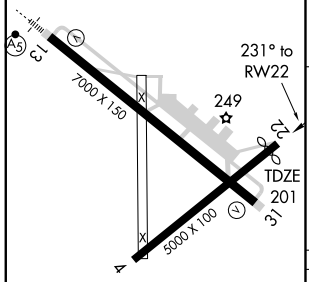
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 80 feet. VDP NA with Greenwood altimeter setting.

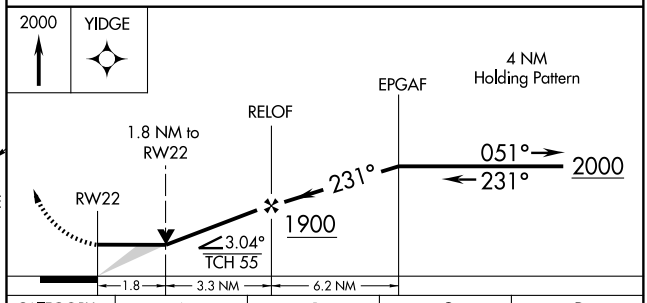
MISSED APPROACH: Climb to 2000 direct YIDGE and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |




ELEV 208 Rwy 22 Idg 4775′




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 639 (700-1) | | 840-1¾ 639 (700-1¾) | 840-2 639 (700-2) |
| CIRCLING | 1000-1 792 (800-1) | 1000-1¼ 792 (800-1¼) | 1000-2¼ 792 (800-2¼) | 1000-2½ 792 (800-2½) |

MIRL Rwy 13-31

SC-4, 22 OCT 2009 to 19 NOV 2009

# RNAV (GPS) RWY 31

GRENADA MUNI (GNF)

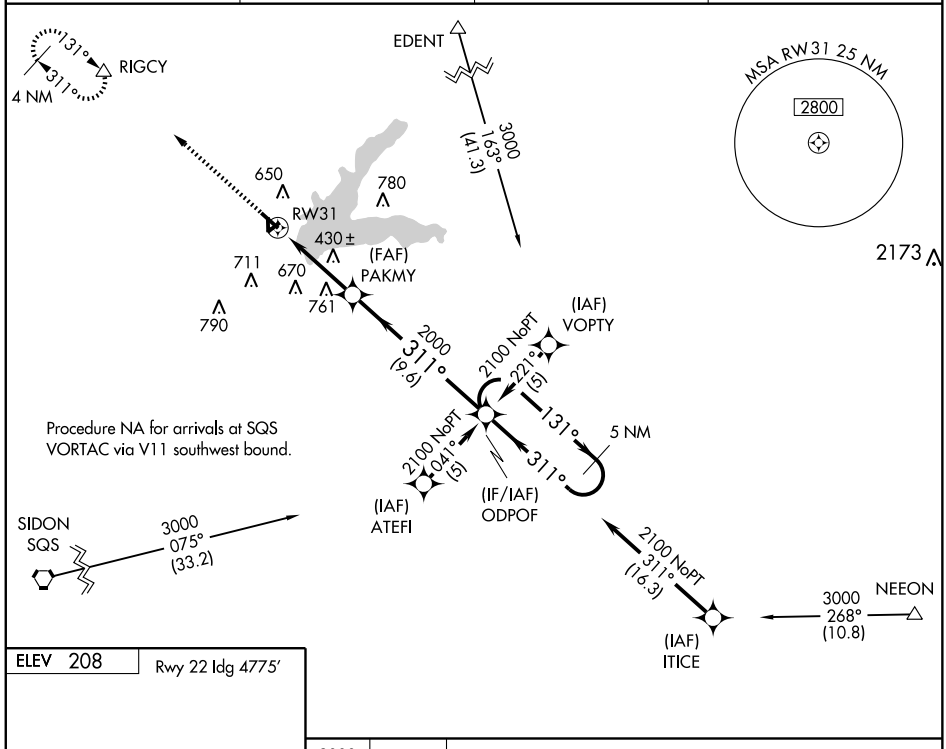
| WAAS CH 40029 W31A | APP CRS 311° | Rwy Idg 7000 TDZE 202 Apt Elev 208 |
|---|---|---|

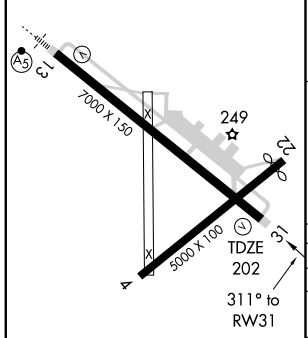
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting increase DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

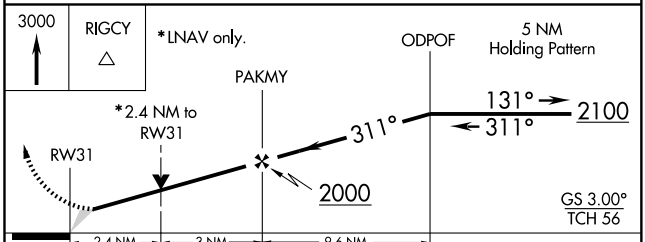
NA

MISSED APPROACH: Climb to 3000 direct RIGCY and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |



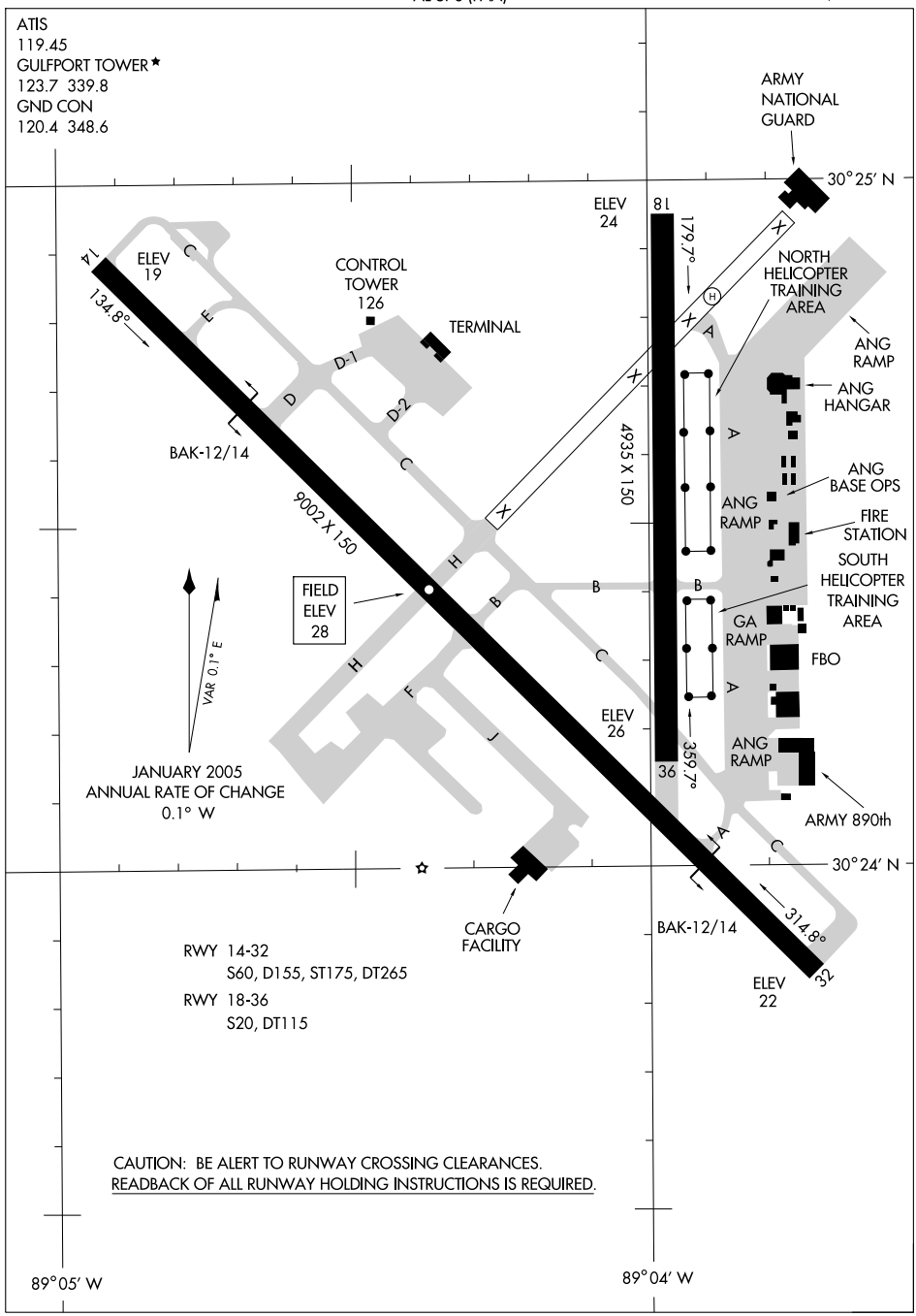

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 452-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 698-1¾ 496 (500-1¾) | | | |
| LNAV MDA | 1020-1 818 (900-1) | 1020-1¼ 818 (900-1¼) | 1020-2½ 818 (900-2½) | 1020-2¾ 818 (900-2¾) |
| CIRCLING | 1020-1¾ 812 (900-1¾) | | 1020-2½ 812 (900-2½) | 1020-2¾ 812 (900-2¾) |

SC-4, 22 OCT 2009 to 19 NOV 2009

# AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)
GULFPORT, MISSISSIPPI




SC-4, 22 OCT 2009 to 19 NOV 2009

# HI-ILS or LOC/DME RWY 14

| LOC I-GPT | APCH CRS | Rwy ldg 9002 / TDZE 27 / Arpt Elev 28 |
|---|---|---|
| 110.9 | 133° | |

JAL-576 [USAF] — GULFPORT-BILOXI INTL (KGPT)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

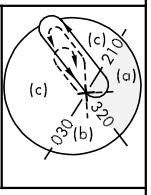
MALSR

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

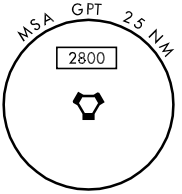
| ATIS ★ | GULFPORT APP CON | GULFPORT TOWER★ | GND CON | ASR |
|---|---|---|---|---|
| 119.45 | 130°-309° 124.6 354.1<br>310°-129° 127.5 254.25 | 123.7 CTAF Ⓛ 339.8 | 120.4 348.6 | |

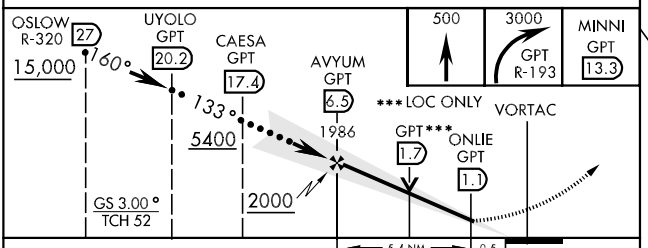
## RADAR OR DME REQUIRED

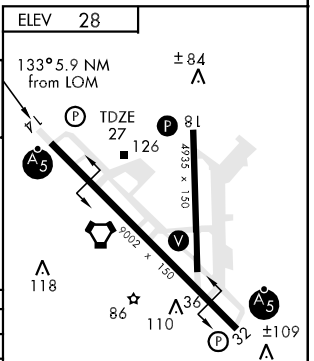
DME from GPT VORTAC. Simultaneous reception of I-GPT and GPT DME required.




GPT 37
R-320
140°
320°
(IAF) OSLOW GPT 27
15000
123°
(55)
160°
313°
MC COMB
1549
UYOLO GPT 20.2
133°
CAESA GPT 17.4
455
476
404
AVYUM GPT 6.5
190
182
458
420
428
400
362
350
GULFPORT 109.0 GPT Chan 27
LOCALIZER 110.9 I-GPT
HIGH ALTITUDE FACILITIES
MINNI GPT 13.3
HARVEY 114.1 HRV Chan 88
R-063
013°
193°
GPT 18.3
20 NM
R-193
EMERG SAFE ALT 100 NM 3100




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 14 * | 227/24 | 200 | (200-½) |
| S-LOC 14 ** | 440/40 413 | (500-¾) | 440/50 413 (500-1) |
| CIRCLING | 660-1¾<br>632 (700-1¾) | 660-2<br>632 (700-2) | 820-2¾<br>792 (800-2¾) |

HIRL Rwy 14-32 Ⓛ
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36Ⓛ

# HI-ILS or LOC/DME RWY 32

| LOC I-UXI 108.3 | APCH CRS 313° | Rwy ldg 9002<br>TDZE 28<br>Arpt Elev 28 |
|---|---|---|

JAL-576 [USAF] — GULFPORT-BILOXI INTL (KGPT)

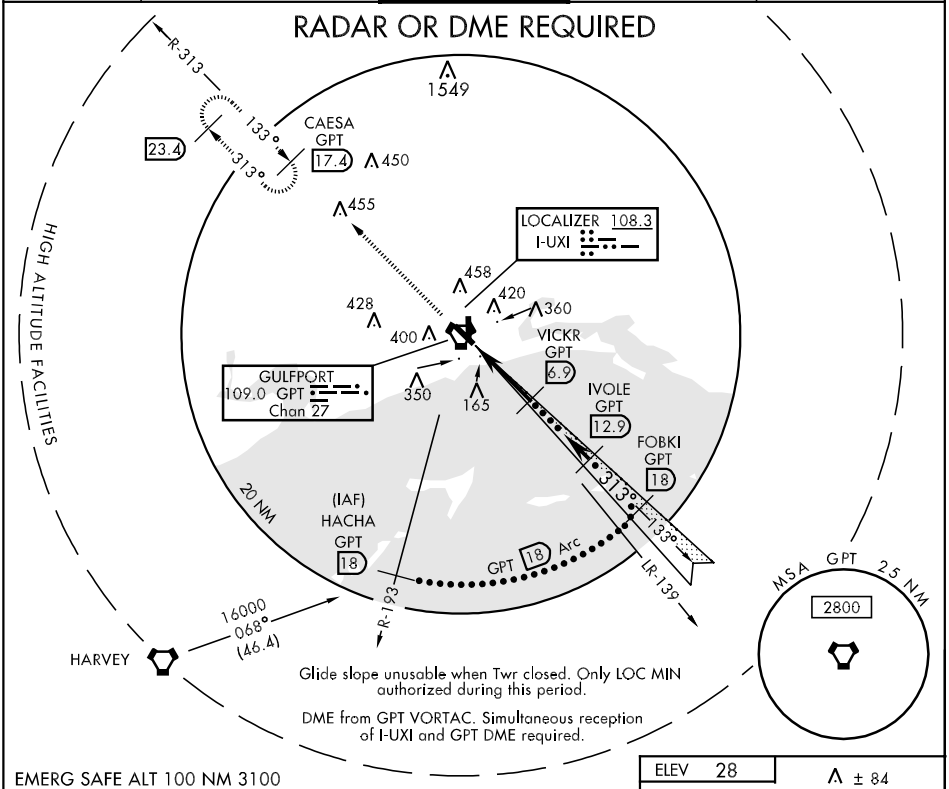
▼ * When ALS inop, increase CAT C RVR vis to 40 and CAT DE RVR to 60.

MALSR

MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA 17.4 DME and hold.

| ATIS ★ 119.45 | GULFPORT APP CON 130°-309° 124.6 354.1<br>310°-129° 127.5 254.25 | GULFPORT TOWER★ 123.7 CTAF Ⓛ 339.8 | GND CON 120.4 348.6 | ASR |
|---|---|---|---|---|

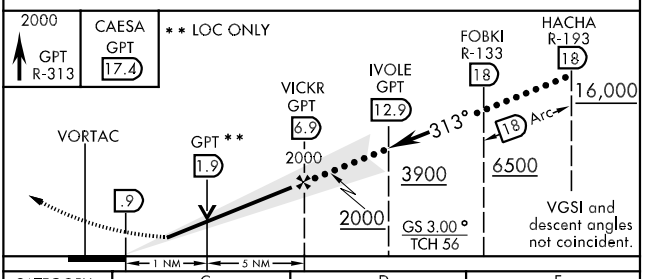
## RADAR OR DME REQUIRED

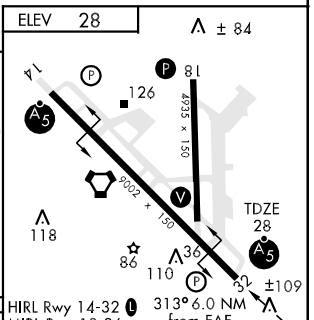



Glide slope unusable when Twr closed. Only LOC MIN authorized during this period.

DME from GPT VORTAC. Simultaneous reception of I-UXI and GPT DME required.

EMERG SAFE ALT 100 NM 3100




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 32 | 228/40 | 200 | (200-¾) |
| S-LOC 32 * | 380/40 | 352 | (400-¾) |
| CIRCLING | 660-1¾<br>632 (700-1¾) | 660-2<br>632 (700-2) | 820-2¾<br>792 (800-2¾) |

FAF to MAP 6.0 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 3:00 | 2:34 | 2:15 | 2:00 | 1:48 |

# HI-TACAN RWY 14

| VORTAC GPT | APCH CRS | Rwy ldg 9002 |
|---|---|---|
| 109.0 | 140° | TDZE 27 |
| Chan 27 | | Arpt Elev 28 |

JAL-576 [USAF]

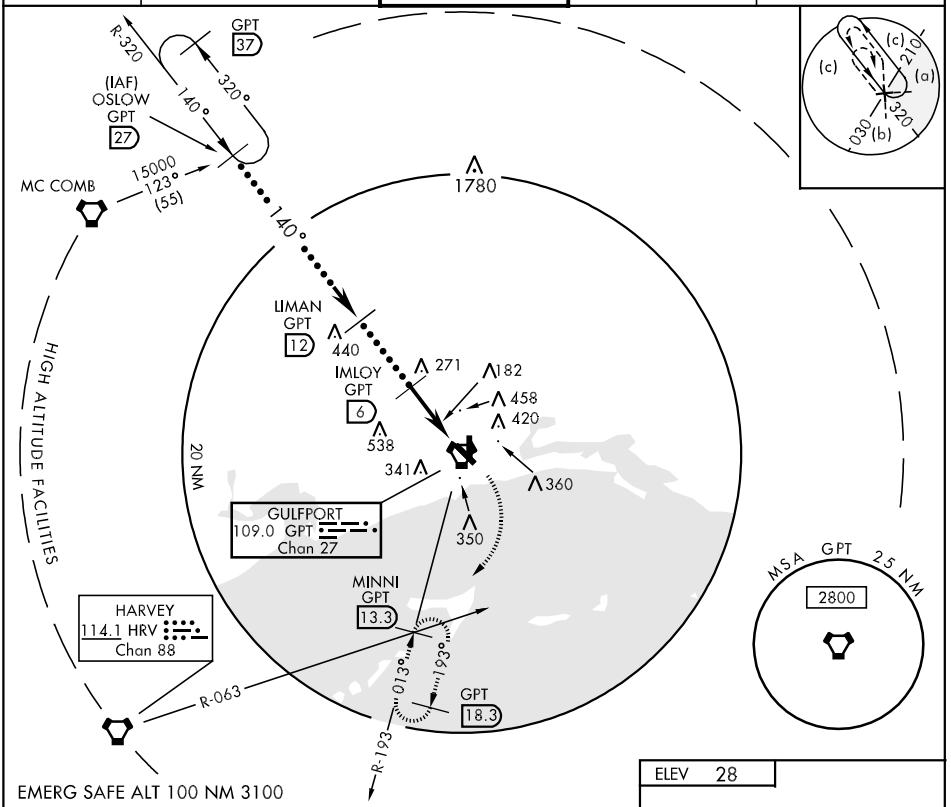
GULFPORT-BILOXI INTL (KGPT)

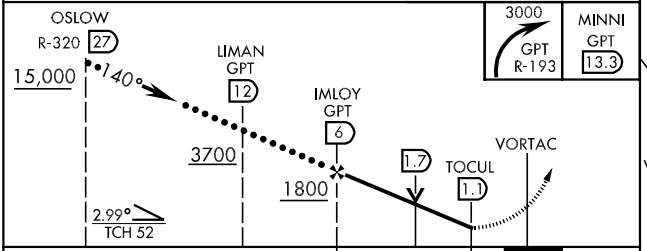
▼ * When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

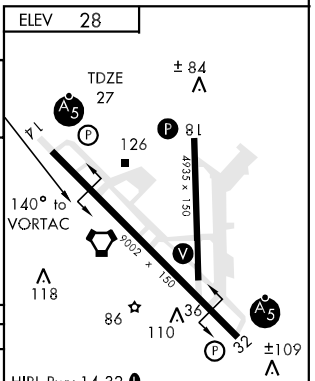
MALSR

MISSED APPROACH: Climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

| ATIS ★ | GULFPORT APP CON | GULFPORT TOWER★ | GND CON | ASR |
|---|---|---|---|---|
| 119.45 | 130°-309° 124.6 354.1<br>310°-129° 127.5 254.25 | 123.7 CTAF L 339.8 | 120.4 348.6 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-14 * | 440/40<br>413 (500-¾) | 440/50 413 (500-1) | |
| CIRCLING | 660-1¾<br>632 (700-1¾) | 660-2<br>632 (700-2) | 820-2¾<br>792 (800-2¾) |

HIRL Rwy 14-32 L
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36 L

# HI-TACAN RWY 32

| VORTAC GPT | APCH CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 109.0 | 307° | TDZE | 28 |
| Chan 27 | | Arpt Elev | 28 |

JAL-576 [USAF]

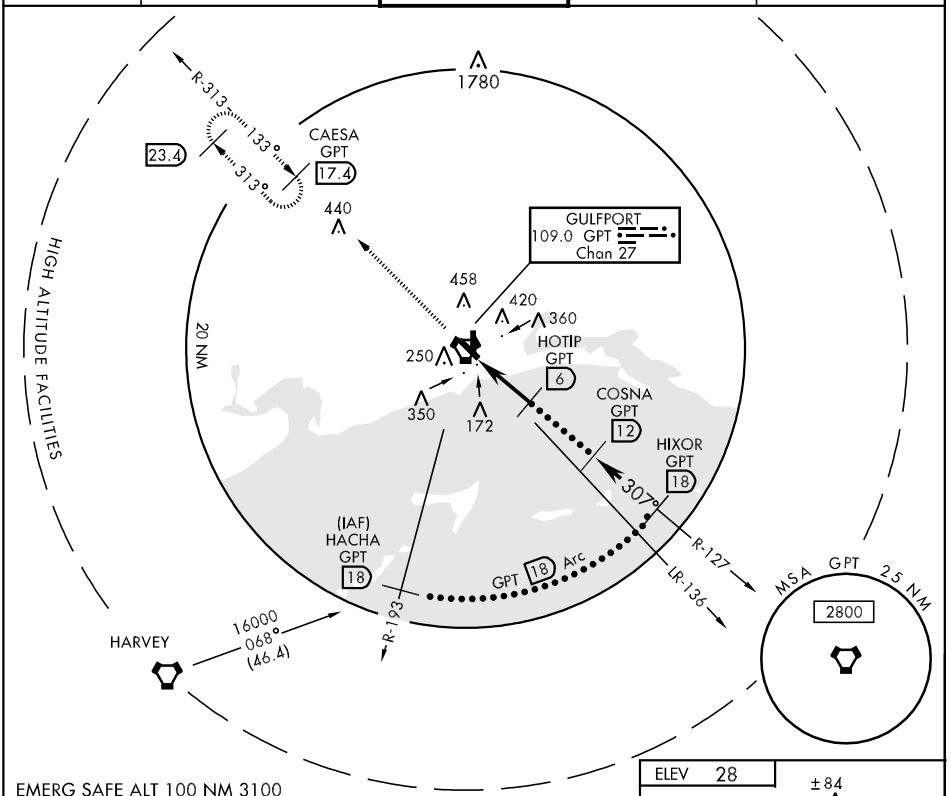
GULFPORT-BILOXI INTL (KGPT)

▼ * When ALS inop, increase CAT CD RVR to 60 and CAT E vis to 1½ miles.

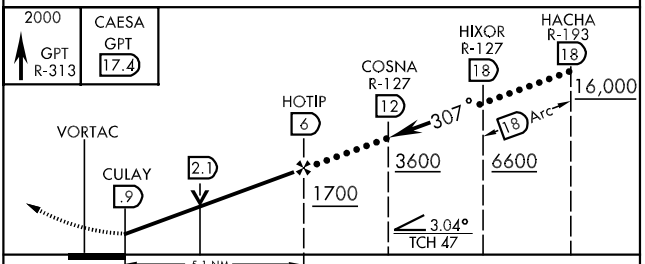
MALSR

MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA INT 17.4 DME and hold.

| ATIS ★ | GULFPORT APP CON | GULFPORT TOWER★ | GND CON | ASR |
|---|---|---|---|---|
| 119.45 | 130°-309° 124.6 354.1<br>310°-129° 127.5 254.25 | 123.7 CTAF Ⓛ 339.8 | 120.4 348.6 | |

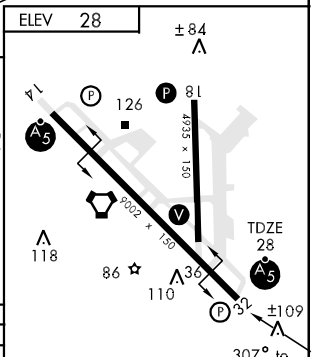



EMERG SAFE ALT 100 NM 3100




| CATEGORY | C | D | E |
|---|---|---|---|
| S-32 * | 440/40<br>412 (500-¾) | 440/50 412 (500-¾) | |
| CIRCLING | 660-1¾<br>632 (700-1¾) | 660-2<br>632 (700-2) | 820-2¾<br>792 (800-2¾) |

ELEV 28




HIRL Rwy 14-32 Ⓛ
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36Ⓛ

| LOC I-UXI | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 108.3 | 313° | TDZE | 28 |
| | | Apt Elev | 28 |

# ILS or LOC/DME RWY 32

GULFPORT-BILOXI INTL (GPT)

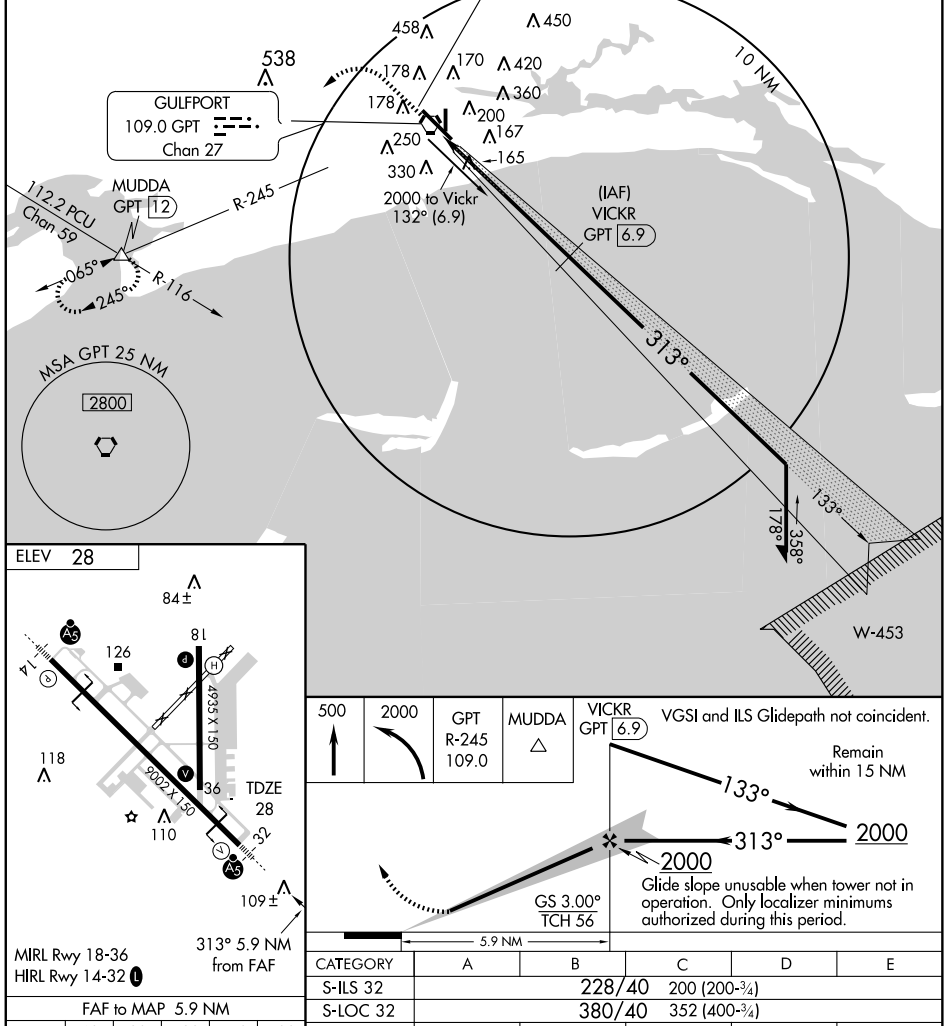
ASR: Inoperative table does not apply to MALSR S-ILS 32. For inoperative MALSR increase S-LOC 32 Cat A, B, C visibility to RVR 5000, and Cat E to 6000. DME from GPT VOR/DME. Simultaneous reception of I-UXI and GPT DME required.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/GPT 12 DME and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |

RADAR OR DME REQUIRED







MIRL Rwy 18-36
HIRL Rwy 14-32 L

313° 5.9 NM from FAF

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32 | 228/40 200 (200-¾) | | | | |
| S-LOC 32 | 380/40 352 (400-¾) | | | | |
| CIRCLING | 500-1 472 (500-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) | 820-2¾ 792 (800-2¾) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-GPT | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 110.9 | 133° | TDZE | 27 |
| | | Apt Elev | 28 |

# ILS or LOC RWY 14

GULFPORT-BILOXI INTL (GPT)

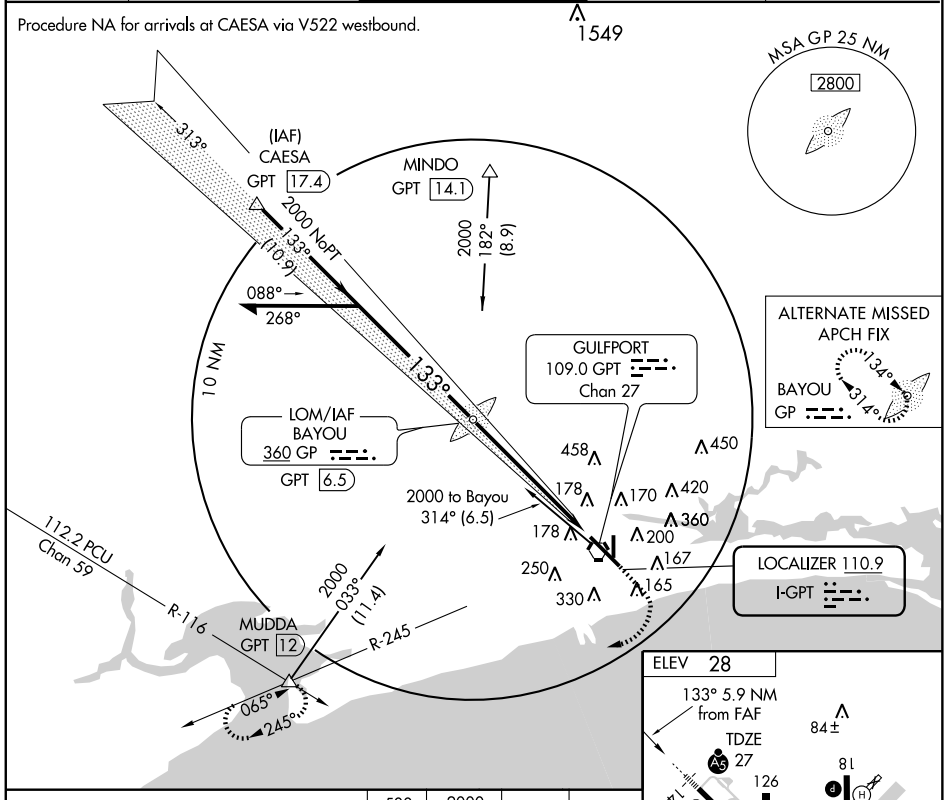
For inoperative MALSR increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

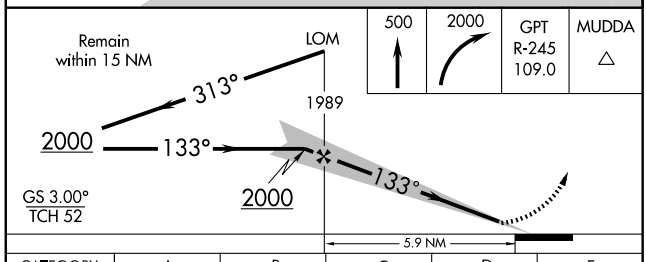
MALSR

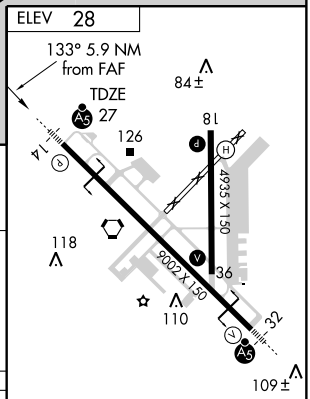
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

| ATIS | GULFPORT APP CON * | GULFPORT TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |

Procedure NA for arrivals at CAESA via V522 westbound.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 14 | * 227/24 200 (200-½) | | | | |
| S-LOC 14 | 440/24 | 413 (500-½) | 440/40 | 413 (500-¾) | 440/50 413 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) | 820-2¾ 792 (800-2¾) |

MIRL Rwy 18-36
HIRL Rwy 14-32 L

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 97301 W14A | APP CRS 133° | Rwy Idg 9002 TDZE 27 Apt Elev 28 |
|---|---|---|

# RNAV (GPS) RWY 14

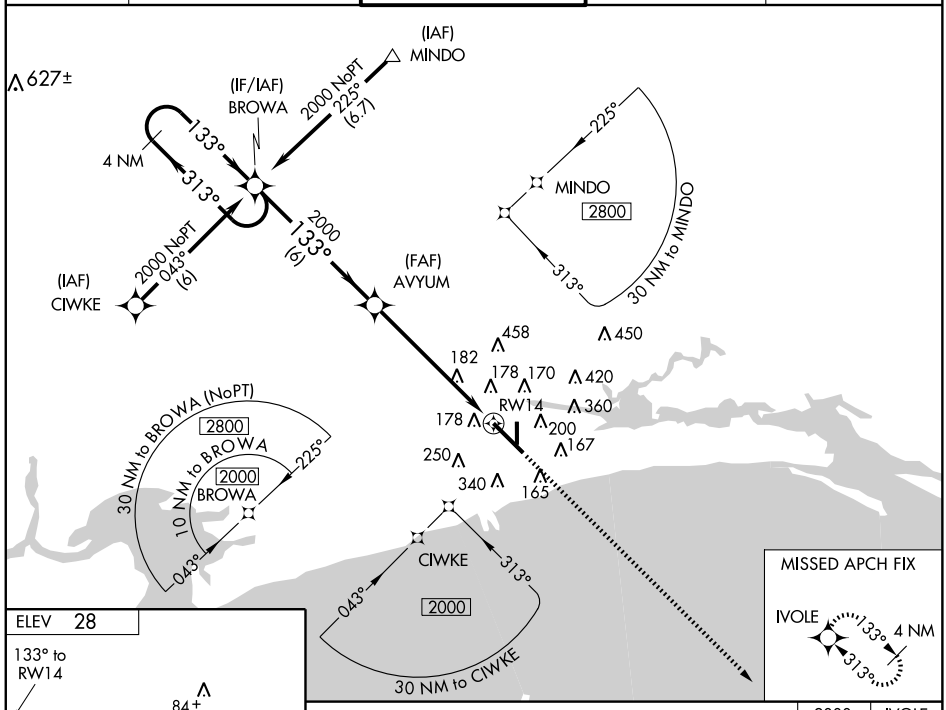
GULFPORT-BILOXI INTL (GPT)

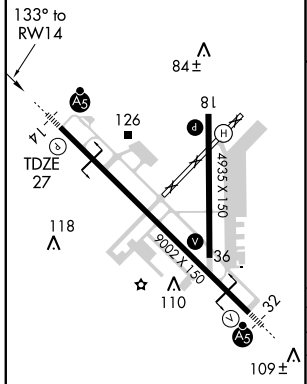
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to RVR 6000 and increase circling Cat C and D visibility ¼ mile.
ASR For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Pascagoula altimeter setting, increase LPV visibility all Cats to RVR 5000.
VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

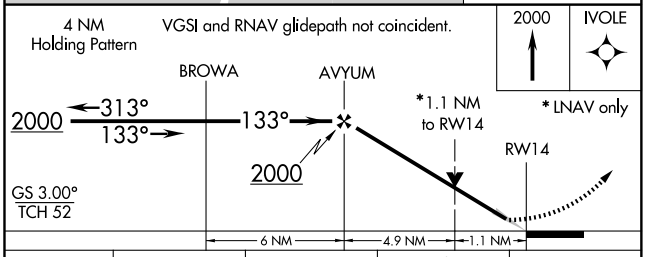
MALSR

MISSED APPROACH: Climb to 2000 direct IVOLE and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 227/24 200 (200-½) | | | |
| LNAV/VNAV DA | 464/50 437 (500-1) | | | |
| LNAV MDA | 440/24 413 (500-½) | | 440/40 413 (500-¾) | 440/50 413 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 560-1 532 (600-1) | 640-1¾ 612 (700-1¾) | 660-2 632 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 69512 W18A | APP CRS 178° | Rwy Idg 4935<br>TDZE 27<br>Apt Elev 28 |
|---|---|---|

# RNAV (GPS) RWY 18

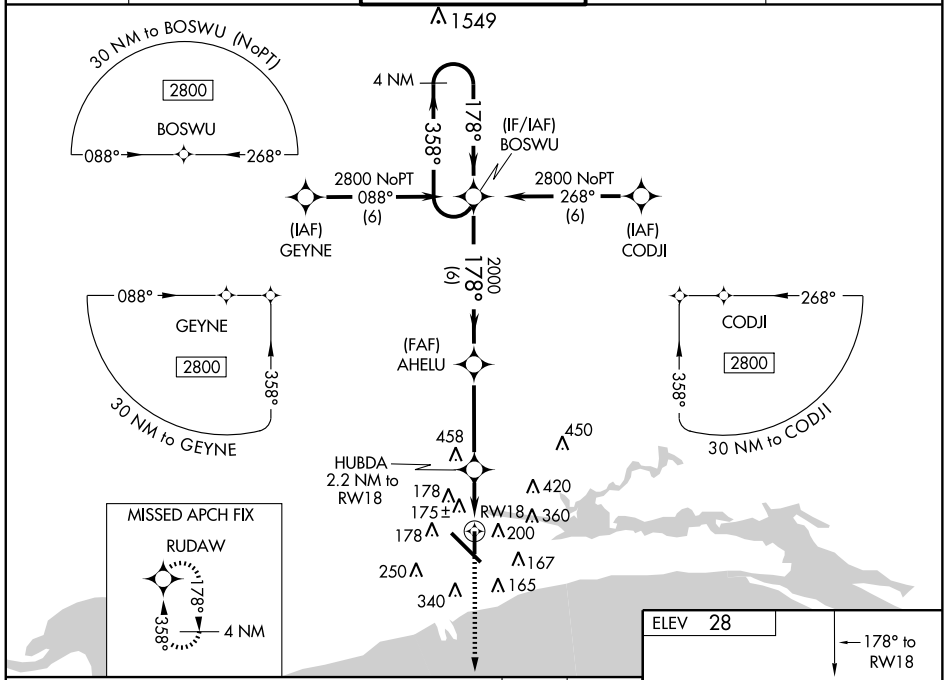
GULFPORT-BILOXI INTL (GPT)

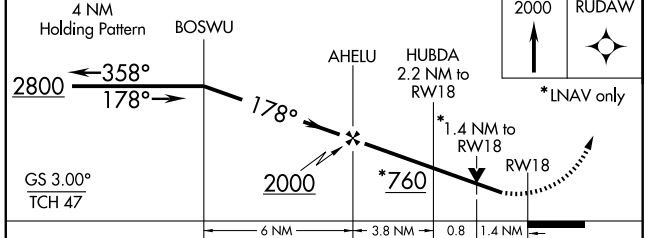
T A ASR

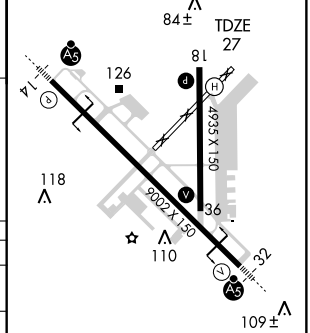
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and circling MDA 80 feet and increase LPV and LNAV/VNAV all Cats and circling Cat C and D visibility ¼ mile. LNAV minimums NA when using Pascagoula altimeter setting. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2000 direct RUDAW and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 306-1 279 (300-1) | | | |
| LNAV/VNAV DA | 464-1½ 437 (500-1½) | | | |
| LNAV MDA | 500-1 473 (500-1) | | 500-1¼ 473 (500-1¼) | 500-1½ 473 (500-1½) |
| CIRCLING | 500-1 472 (500-1) | 560-1 532 (600-1) | 640-1¾ 612 (700-1¾) | 660-2 632 (700-2) |

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 56207 W32A | APP CRS 313° | Rwy Idg 9002 TDZE 28 Apt Elev 28 |
|---|---|---|

# RNAV (GPS) RWY 32

GULFPORT-BILOXI INTL (GPT)

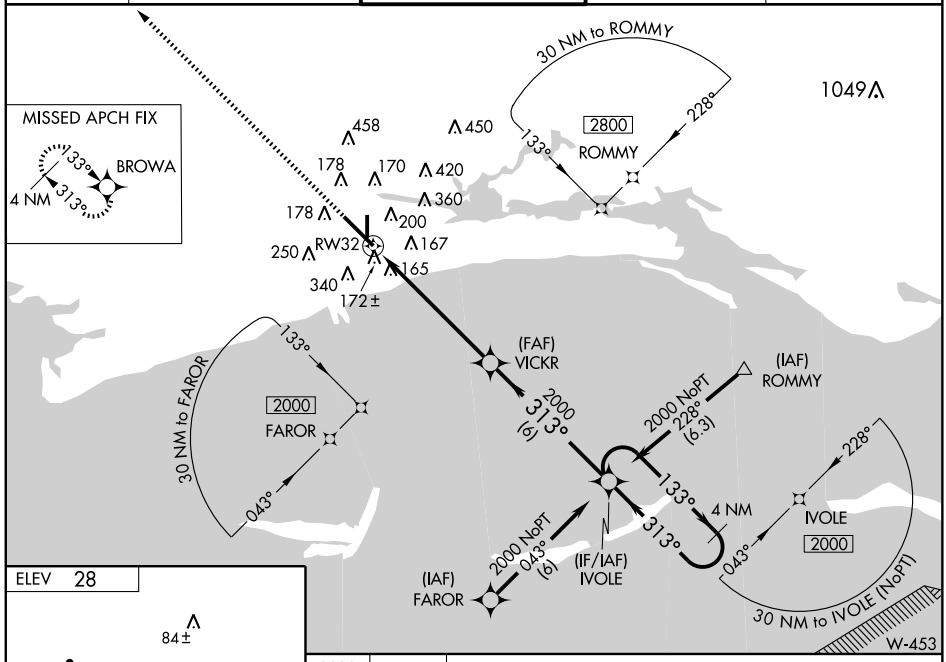
ASR

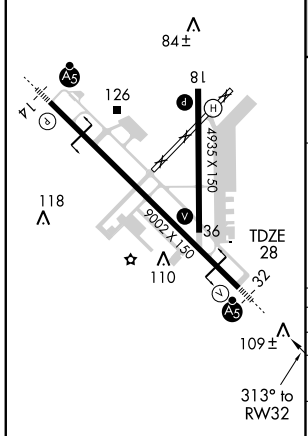
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to 1½ mile, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, increase circling visibility Cat C to 2 and Cat D to 2¼ mile. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR when using Pascagoula altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

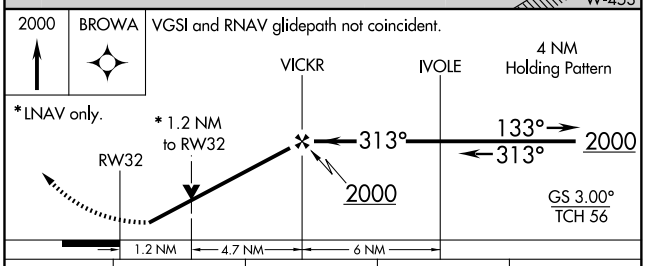
MALSR

MISSED APPROACH: Climb to 2000 direct BROWA and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 228/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 525/60 497 (500-1¼) | | | |
| LNAV MDA | 460/40 432 (500-¾) | | | 460/50 432 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 560-1 532 (600-1) | 640-1¾ 612 (700-1¾) | 660-2 632 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 42812 W36A | APP CRS 358° | Rwy Idg 4935 TDZE 28 Apt Elev 28 |
|---|---|---|

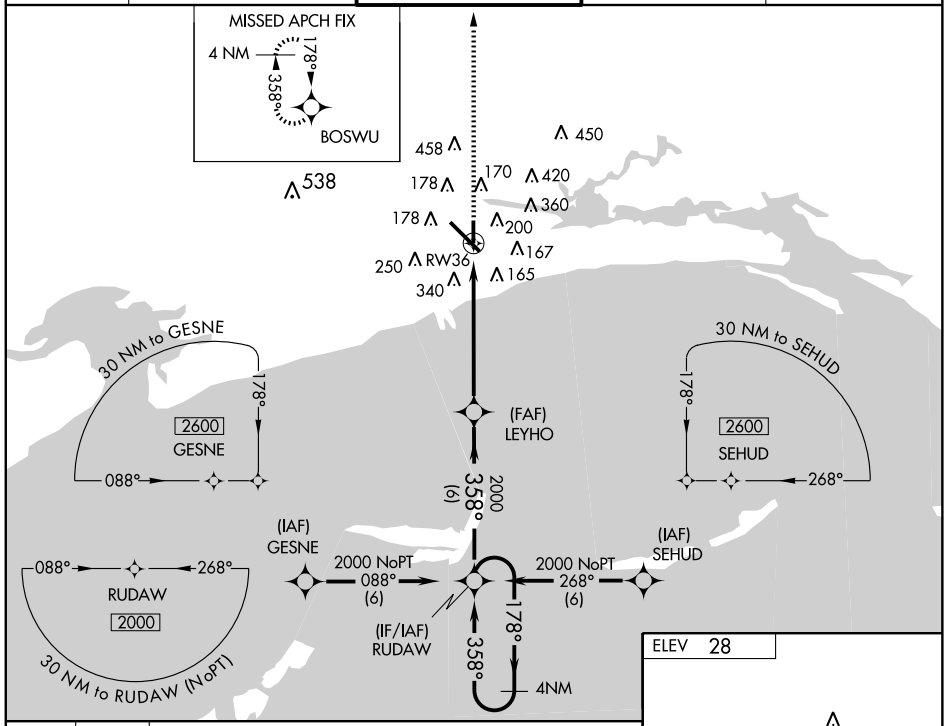
# RNAV (GPS) RWY 36

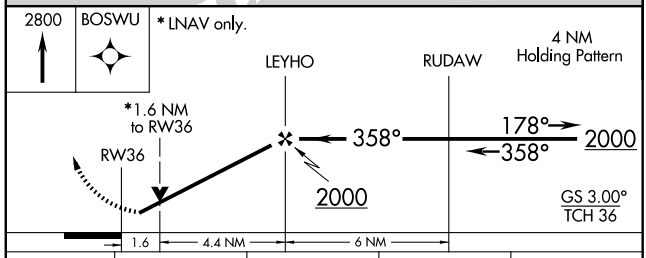
GULFPORT-BILOXI INTL (GPT)

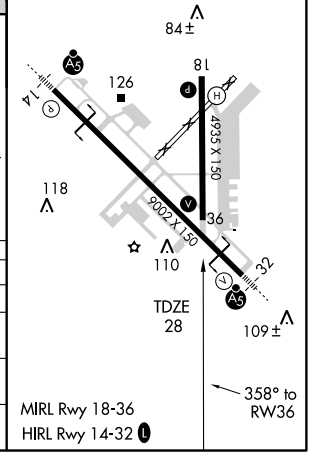
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet and ASR increase LPV and LNAV/VNAV all Cats, LNAV and circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2800 direct BOSWU and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 328-1 300 (300-1) | | | |
| LNAV/VNAV DA | 660-2¼ 632 (700-2¼) | | | |
| LNAV MDA | 580-1 552 (600-1) | | 580-1½ 552 (600-1½) | 580-1¾ 552 (600-1¾) |
| CIRCLING | 580-1 552 (600-1) | | 640-1¾ 612 (700-1¾) | 660-2 632 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC GPT | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 109.0 | 140° | TDZE | 27 |
| Chan 27 | | Apt Elev | 28 |

# VOR/DME or TACAN RWY 14

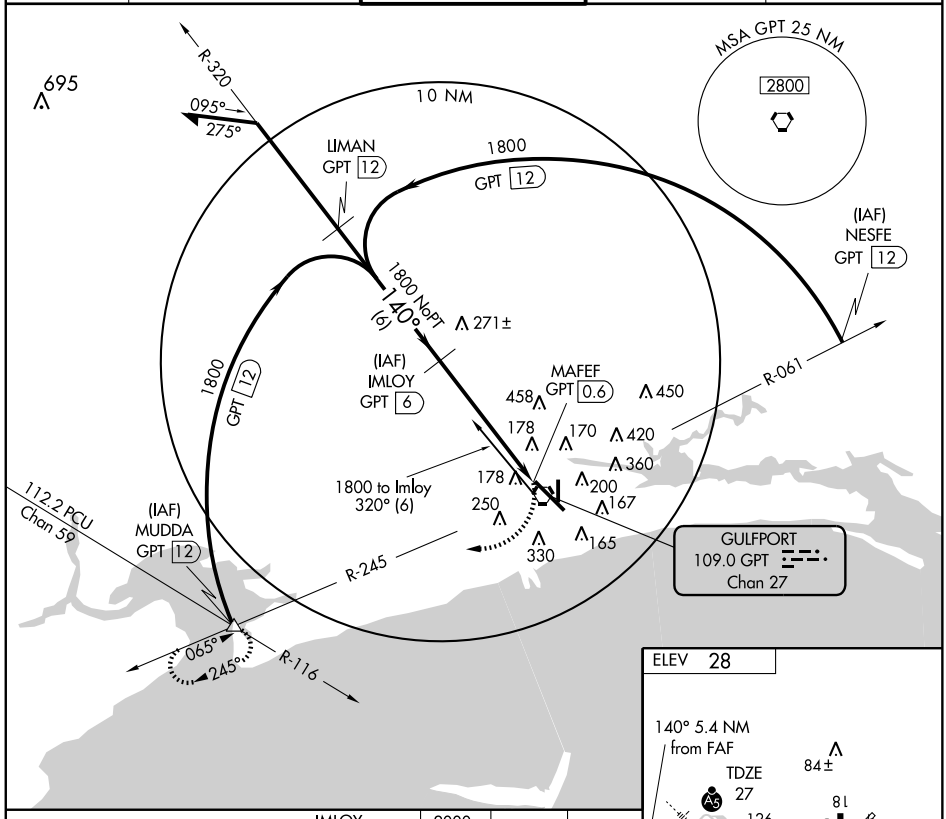
GULFPORT-BILOXI INTL (GPT)

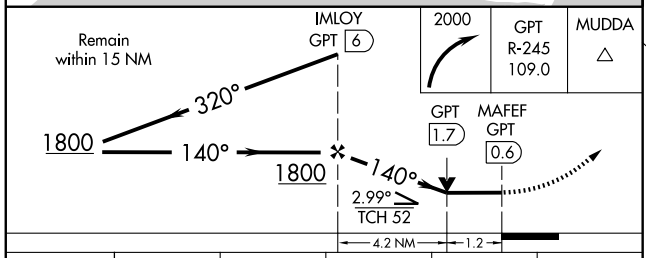
T ASR — For inoperative MALSR increase S-14 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

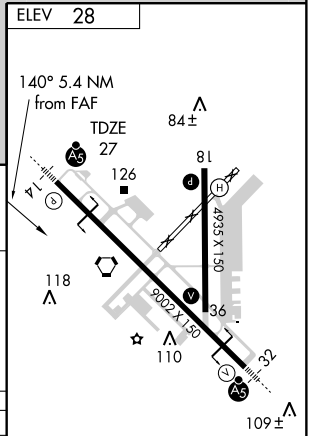
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 | 440/24 | 413 (500-½) | 440/40 413 (500-¾) | 440/50 | 413 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) | 820-2¾ 792 (800-2¾) |

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC GPT | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 109.0 | 307° | TDZE | 28 |
| Chan 27 | | Apt Elev | 28 |

# VOR/DME or TACAN RWY 32

GULFPORT-BILOXI INTL (GPT)

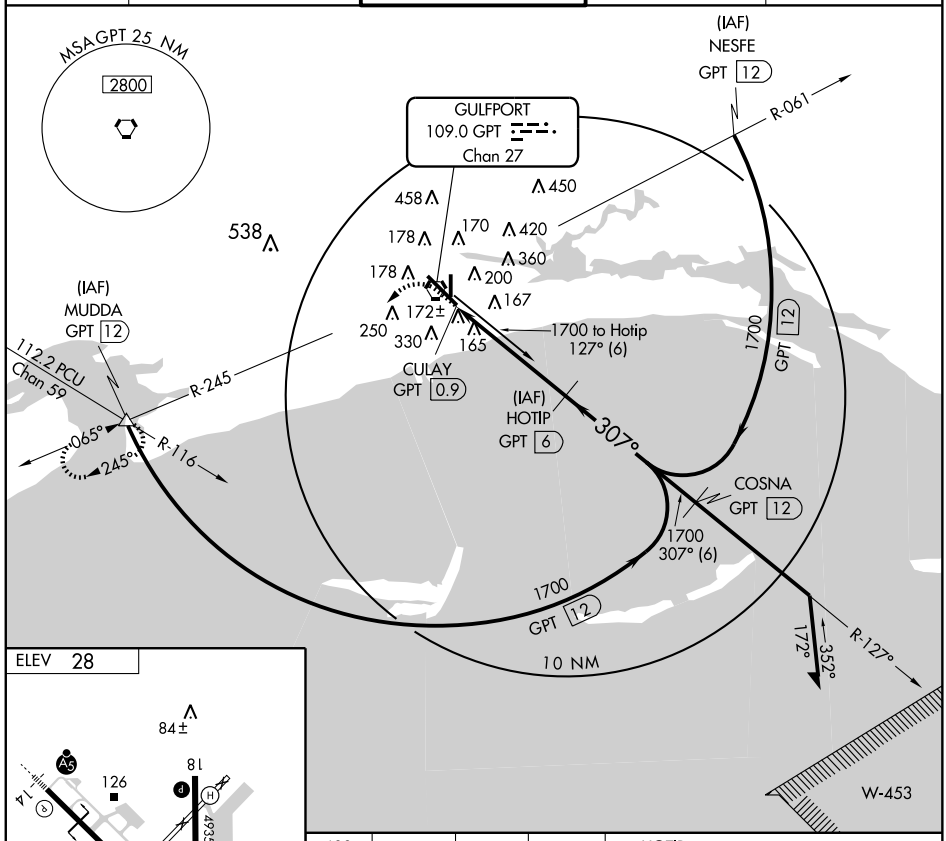
ASR

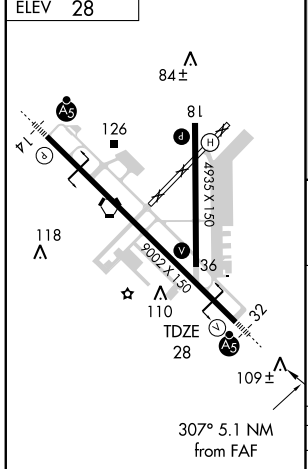
For inoperative MALSR increase S-32 Cats A, B visibility to RVR 5000, Cat D to RVR 6000 and Cat E to 1½ miles.

MALSR

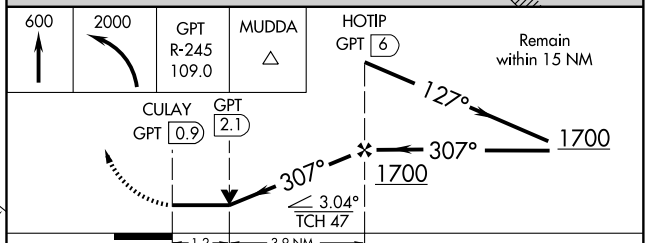
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/GPT 12 DME and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




MIRL Rwy 18-36
HIRL Rwy 14-32 L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 | 440/40 412 (500-¾) | | | 440/50 | 412 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) | 820-2¾ 792 (800-2¾) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC GPT 109.0 Chan 27 | APP CRS 136° | Rwy Idg 9002 TDZE 27 Apt Elev 28 |
|---|---|---|

# VOR RWY 14

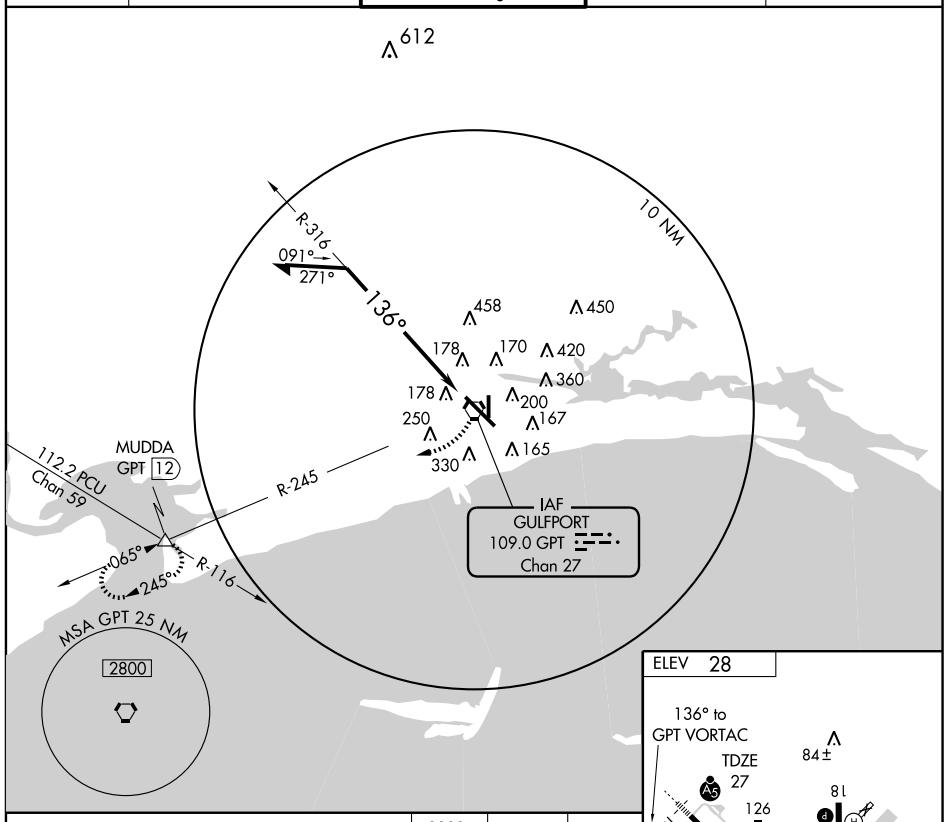
## GULFPORT-BILOXI INTL (GPT)

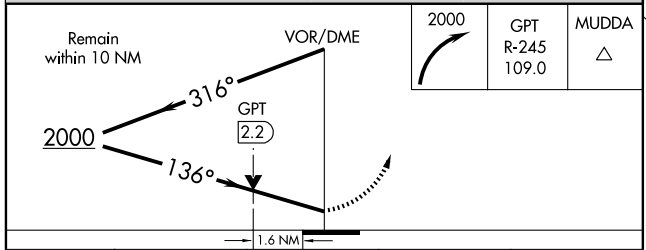
ASR

MALSR

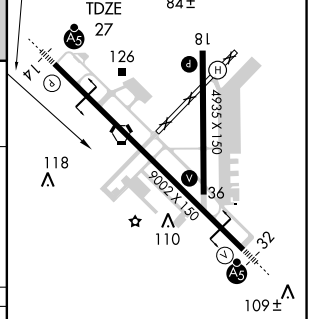
MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) Ⓛ 339.8 | 120.4 348.6 | 122.95 |




| 2000 | GPT R-245 109.0 | MUDDA △ |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 580/24 553 (600-½) | | 580/50 553 (600-1) | 580/60 553 (600-1¼) |
| CIRCLING | 580-1 552 (600-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) |

MIRL Rwy 18-36
HIRL Rwy 14-32 Ⓛ

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC GPT | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 109.0 | 308° | TDZE | 28 |
| Chan 27 | | Apt Elev | 28 |

# VOR RWY 32

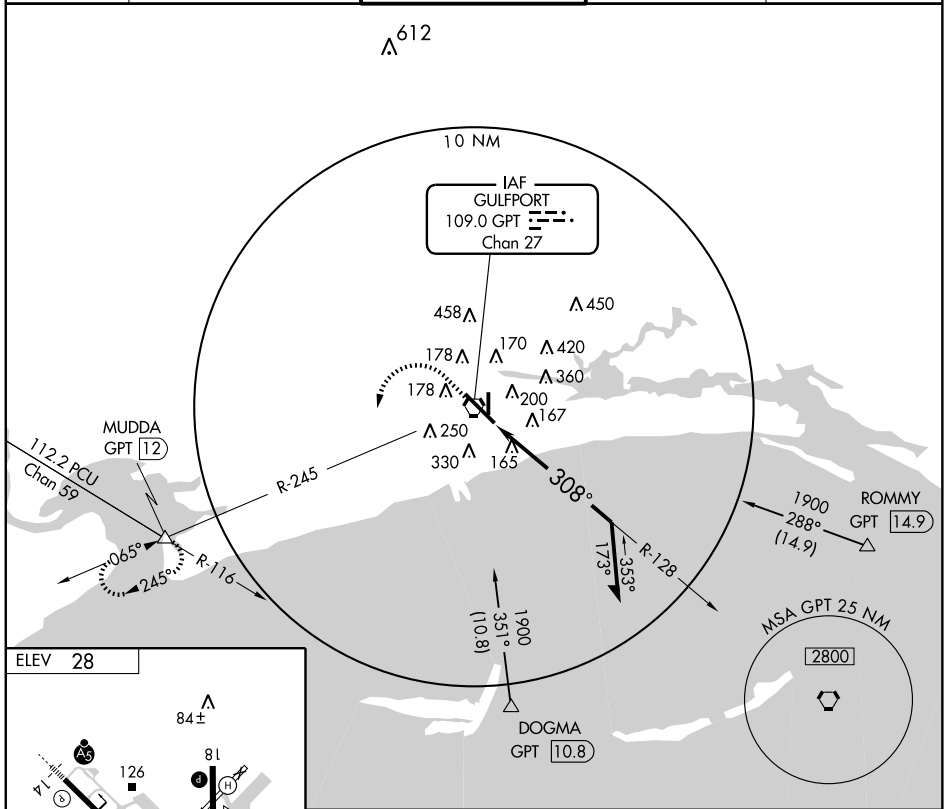
## GULFPORT-BILOXI INTL (GPT)

ASR — For inoperative MALSR increase S-32 Cats A and B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climbing left turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

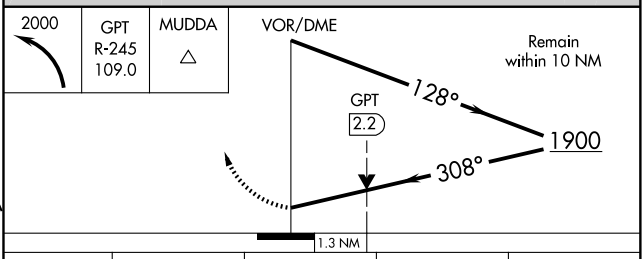
| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |







MIRL Rwy 18-36
HIRL Rwy 14-32 L



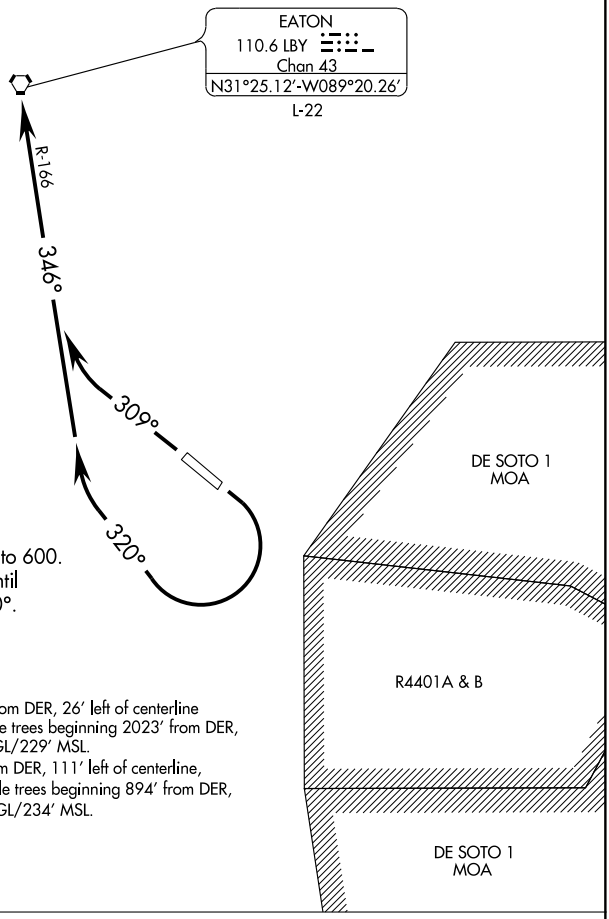

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 480/40 452 (500-¾) | | | 480/50 452 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

# EATON ONE DEPARTURE

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
HATTIESBURG, MISSISSIPPI

ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8




TAKEOFF MINIMUMS:
Rwy 13, ATC climb of 300' per NM to 600.
Rwy 13, Do not exceed 230 knots until established on heading 320°.
Rwy 31, Standard.

TAKE-OFF OBSTACLES:
Rwy 13: Numerous trees beginning 1184' from DER, 26' left of centerline up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229' MSL.
Rwy 31: Numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

Note: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

TAKE-OFF RUNWAY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

. . . . Maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

| APP CRS | Rwy Idg | 5098 |
|---|---|---|
| 129° | TDZE | 151 |
| | Apt Elev | 151 |

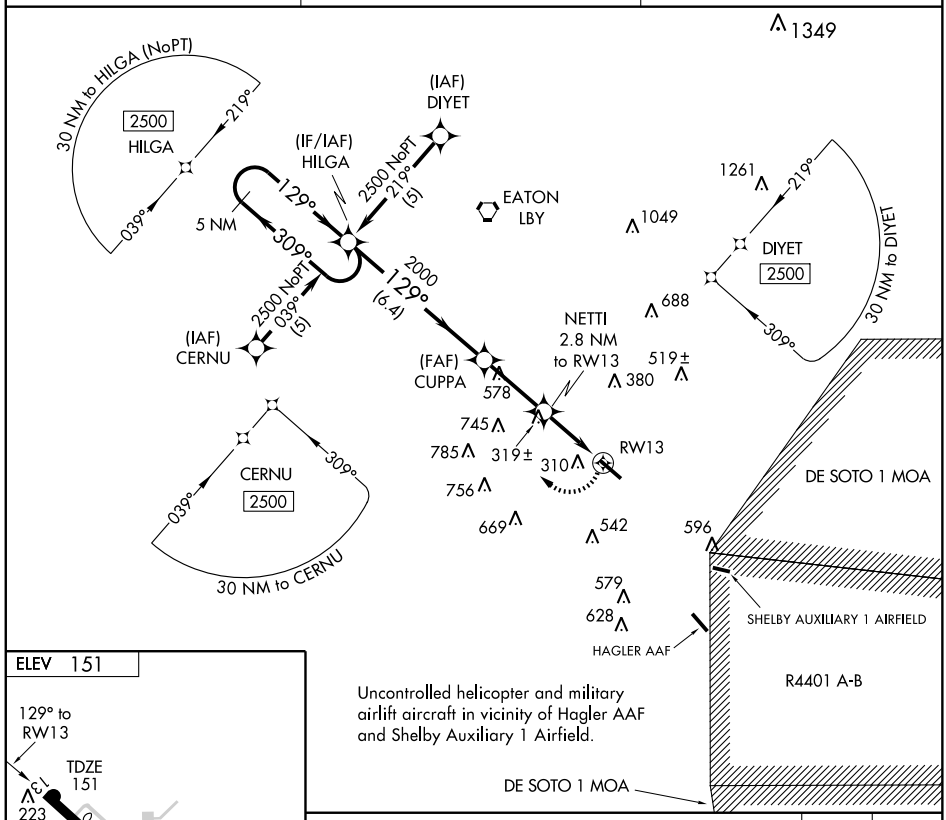
# RNAV (GPS) Y RWY 13

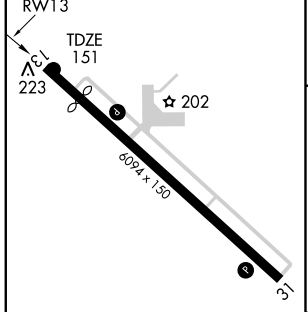
## HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

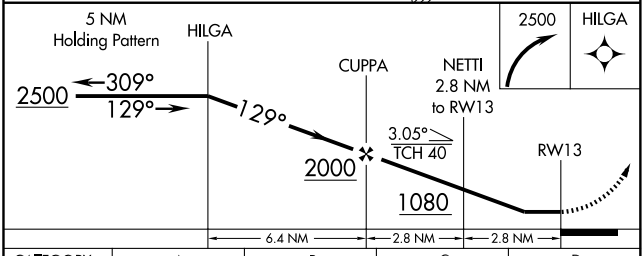
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct HILGA and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 135.425 | 126.8 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 429 (500-1) | | 580-1¼ 429 (500-1¼) | 580-1½ 429 (500-1½) |
| CIRCLING | 680-1 529 (600-1) | 700-1 549 (600-1) | 720-1½ 569 (600-1½) | 720-2 569 (600-2) |

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 5098 |
|---|---|---|---|
| CH 86403 | 129° | TDZE | 151 |
| W13A | | Apt Elev | 151 |

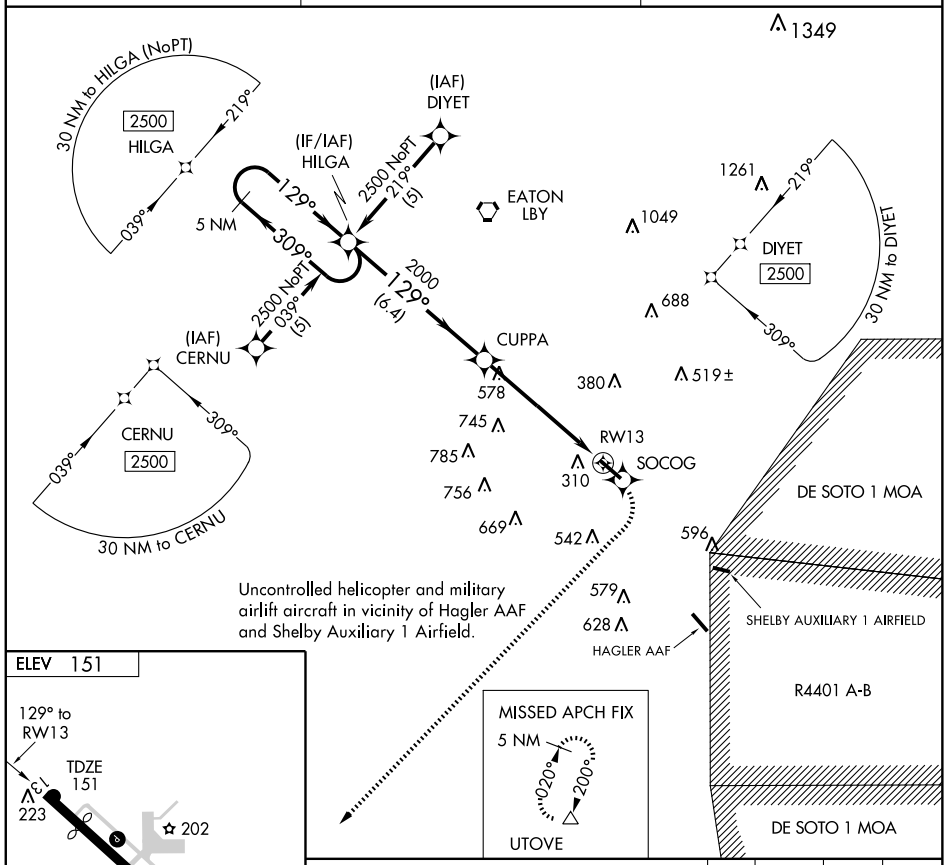
# RNAV (GPS) Z RWY 13

## HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase DA to 705 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct SOCOG and right turn via 219° track to UTOVE and hold.

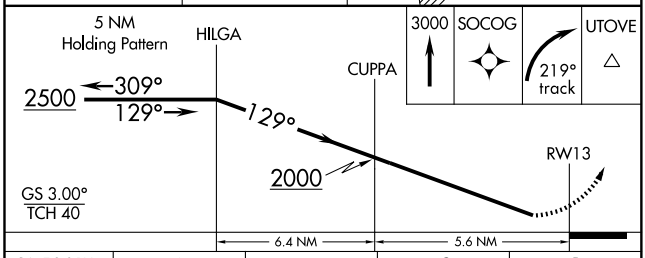
| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 135.425 | 126.8 327.8 | 122.8 (CTAF) L |







REIL Rwy 13 L
HIRL Rwy 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 654-1¾ 503 (600-1¾) | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC LBY | APP CRS | Rwy Idg | 5098 |
|---|---|---|---|
| 110.6 | 151° | TDZE | 151 |
| Chan 43 | | Apt Elev | 151 |

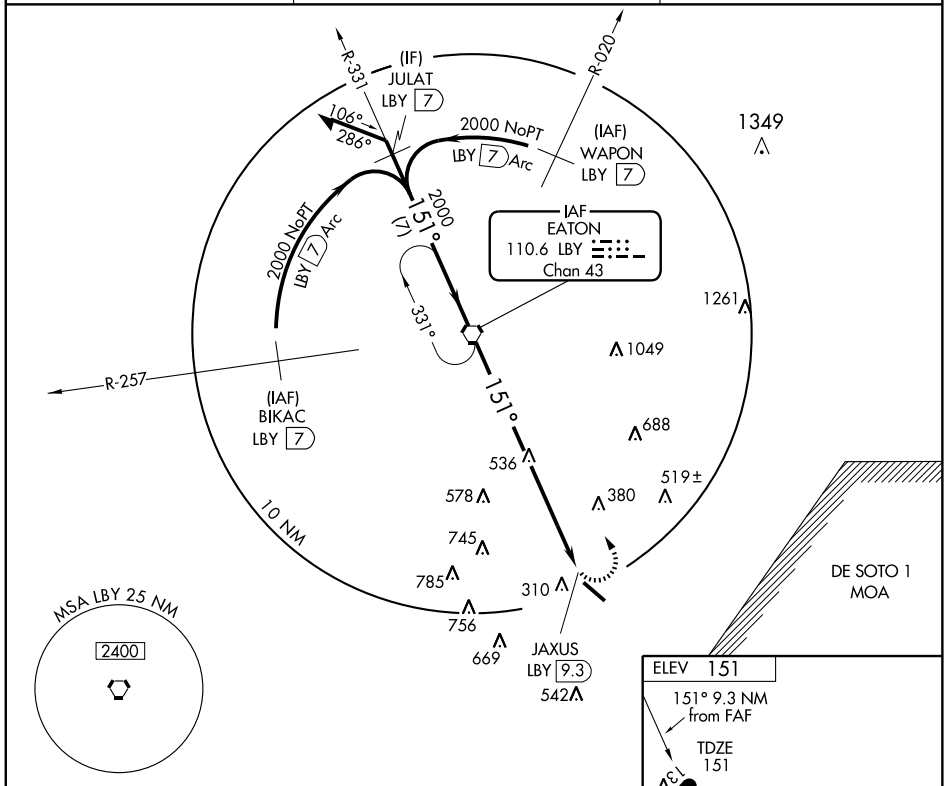
# VOR RWY 13

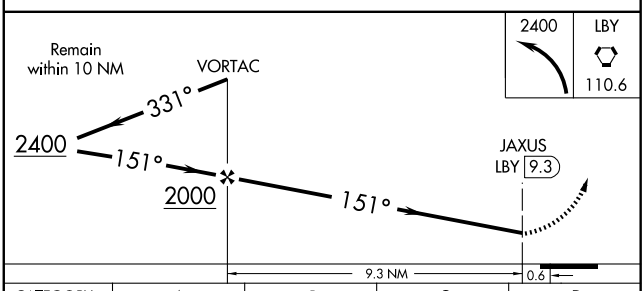
## HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

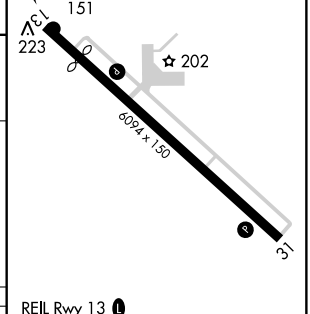
When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2400 direct LBY VORTAC and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 135.425 | 126.8 327.8 | 122.8 (CTAF) L |




REIL Rwy 13 L
HIRL Rwy 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 2000-1¼<br>1849 (1900-1¼) | 2000-1½<br>1849 (1900-1½) | 2000-3<br>1849 (1900-3) | |
| CIRCLING | 2000-1¼<br>1849 (1900-1¼) | 2000-1½<br>1849 (1900-1½) | 2000-3<br>1849 (1900-3) | |

FAF to MAP 9.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:18 | 6:12 | 4:39 | 3:43 | 3:06 |

SC-4, 22 OCT 2009 to 19 NOV 2009

HATTIESBURG/LAUREL, MISSISSIPPI

AL-6134 (FAA)

# ILS RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

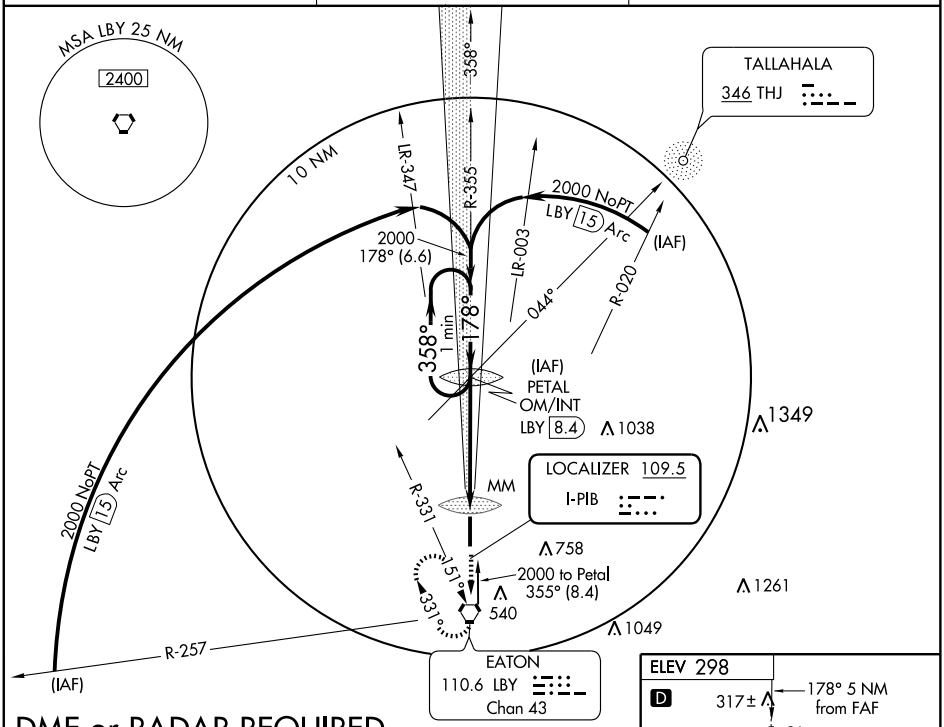
| LOC I-PIB | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| 109.5 | 178° | TDZE | 298 |
| | | Apt Elev | 298 |

If local altimeter not received use McComb altimeter setting and increase all DHs and MDAs 280 feet.

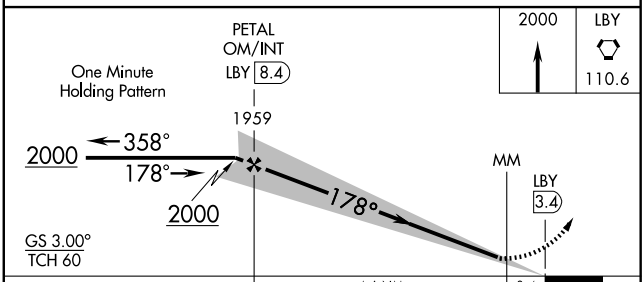
MALSR

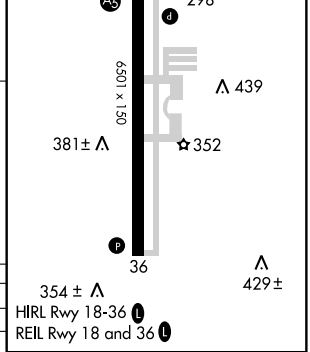
MISSED APPROACH: Climb to 2000 direct LBY Vortac and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 123.0 (CTAF) L |




## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 498-½ 200 (200-½) | | | |
| S-LOC 18 | 720-½ 422 (500-½) | | 720-¾ 422 (500-¾) | |
| CIRCLING | 760-1 462 (500-1) | | 760-1½ 462 (500-1½) | 860-2 562 (600-2) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-4, 22 OCT 2009 to 19 NOV 2009

HATTIESBURG/LAUREL, MISSISSIPPI

AL-6134 (FAA)

# RNAV (GPS) RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

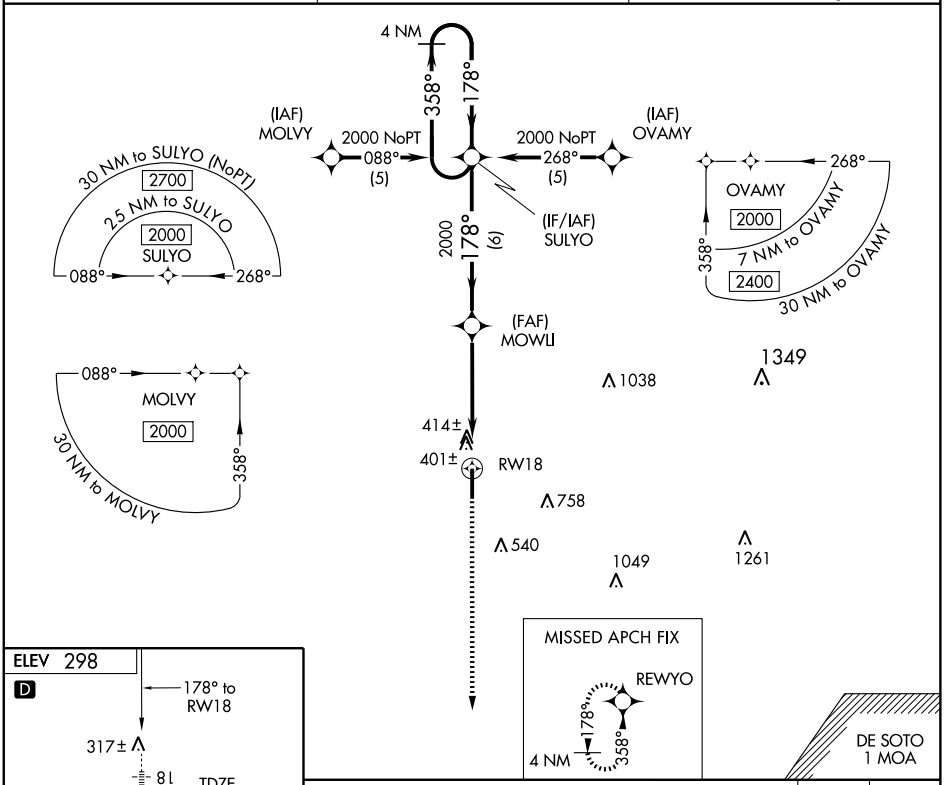
| WAAS | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| CH 49201 | 178° | TDZE | 298 |
| W18A | | Apt Elev | 298 |

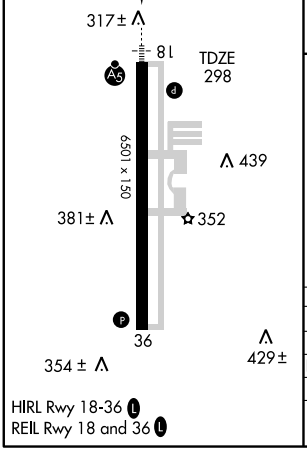
DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibilities to 1¼. Inoperative table does not apply to LNAV Cats A/B/C.

MALSR

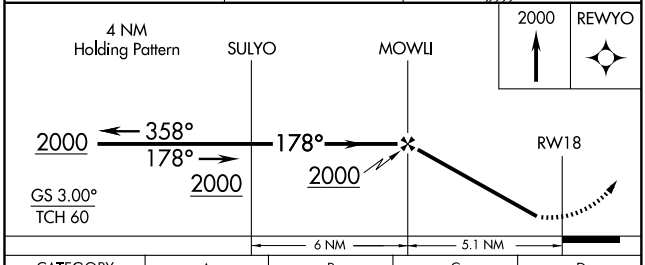
MISSED APPROACH: Climb to 2000 direct REWYO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 123.0 (CTAF) L |




HIRL Rwy 18-36 L
REIL Rwy 18 and 36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 640-1 342 (400-1) | | | |
| LNAV/VNAV DA | 691-1 393 (400-1) | | | |
| LNAV MDA | 680-1 382 (400-1) | | | |
| CIRCLING | 740-1¼ 442 (500-1¼) | 760-1¼ 462 (500-1¼) | 760-1½ 462 (500-1½) | 860-2 562 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 93901 W36A | APP CRS 358° | Rwy Idg 6501 TDZE 296 Apt Elev 298 |
|---|---|---|

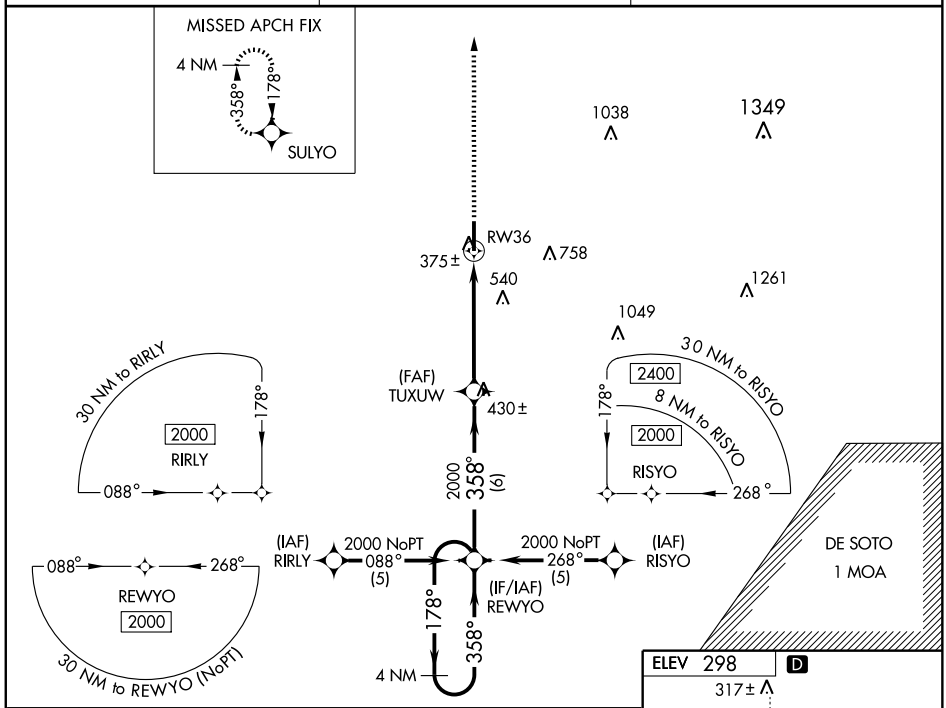
# RNAV (GPS) RWY 36

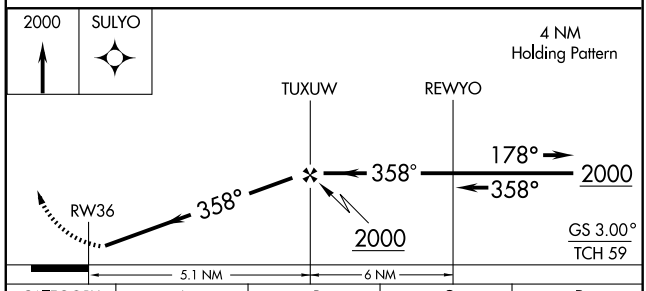
HATTIESBURG-LAUREL RGNL (PIB)

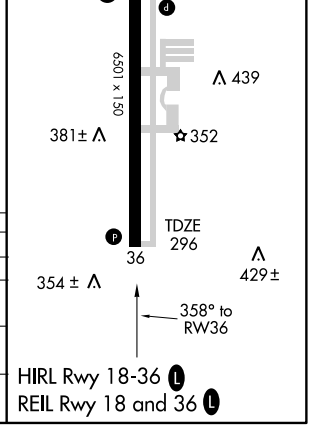
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct SULYO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 569-1 273 (300-1) | | | |
| LNAV/VNAV DA | 625-1 329 (400-1) | | | |
| LNAV MDA | 680-1 384 (400-1) | | | 680-1¼ 384 (400-1¼) |
| CIRCLING | 740-1 442 (500-1) | 760-1 462 (500-1) | 760-1½ 462 (500-1½) | 860-2 562 (600-2) |

HIRL Rwy 18-36 L
REIL Rwy 18 and 36 L

SC-4, 22 OCT 2009 to 19 NOV 2009

HATTIESBURG/LAUREL, MISSISSIPPI

| VORTAC LBY | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.6 | 356° | TDZE | N/A |
| Chan 43 | | Apt Elev | 298 |

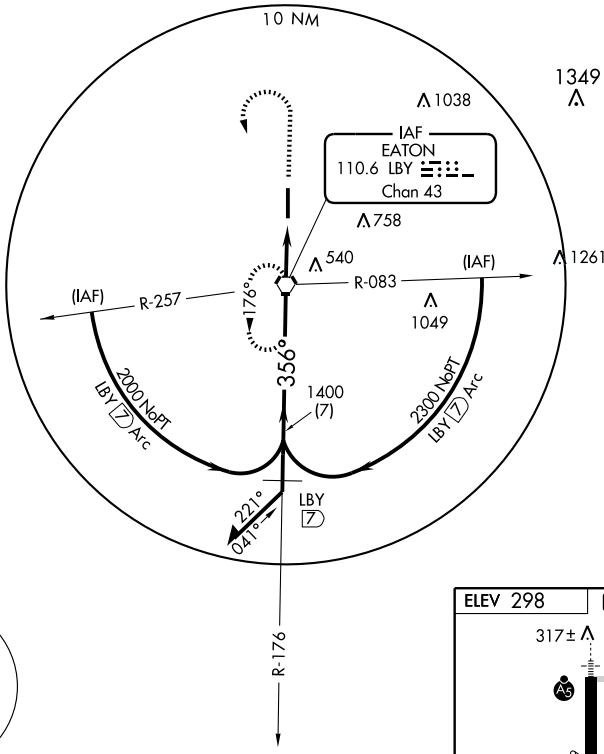
AL-6134 (FAA)

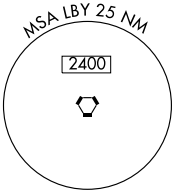
# VOR-A

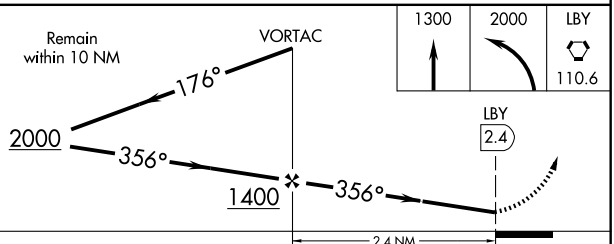
HATTIESBURG-LAUREL RGNL (PIB)

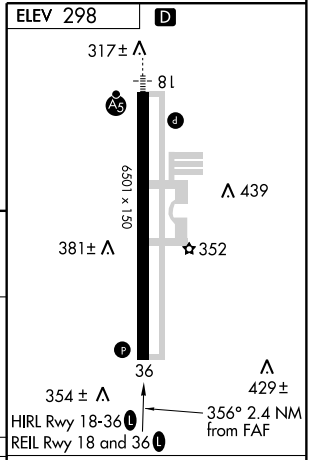
MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct LBY VORTAC and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 740-1<br>442 (500-1) | 760-1<br>462 (500-1) | 760-1½<br>462 (500-1½) | 860-2<br>562 (600-2) |

FAF to MAP 2.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:24 | 1:36 | 1:12 | 0:58 | 0:48 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC HLI | APP CRS | Rwy Idg | 3201 |
|---|---|---|---|
| 112.4 | 152° | TDZE | 553 |
| Chan 71 | | Apt Elev | 553 |

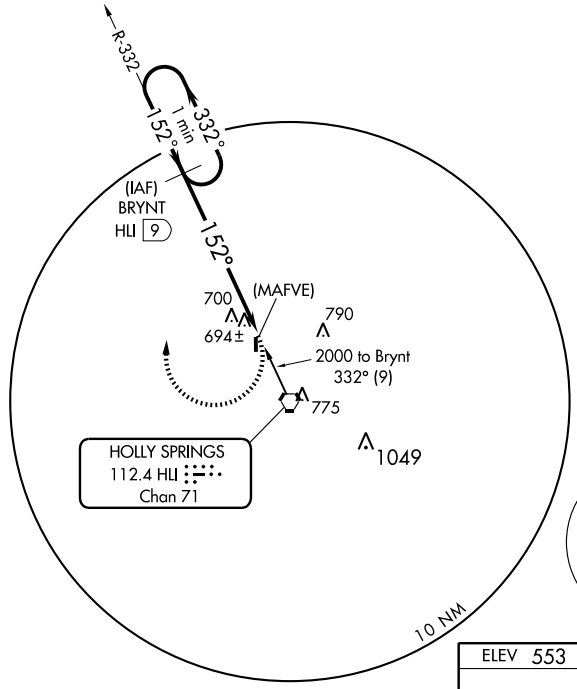
# VOR/DME or GPS RWY 18

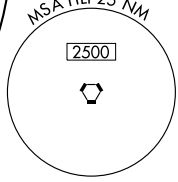
## HOLLY SPRINGS-MARSHALL COUNTY (M41)

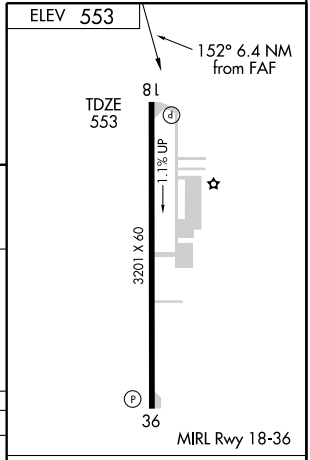
Use Memphis altimeter setting.
NA

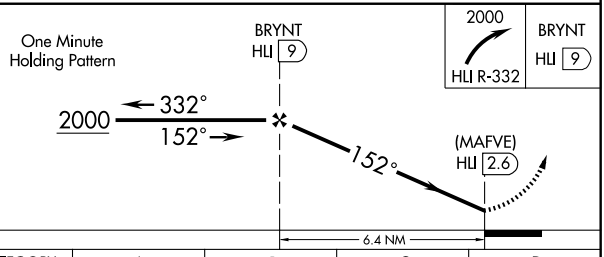
MISSED APPROACH: Climbing right turn to 2000 via HLI R-332 to BRYNT HLI 9 DME and hold.

| MEMPHIS APP CON | UNICOM |
|---|---|
| 125.8 338.3 | 122.8 (CTAF) |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1080-1 527 (600-1) | | 1080-1½ 527 (600-1½) | NA |
| CIRCLING | 1120-1 567 (600-1) | 1140-1 587 (600-1) | 1140-1½ 587 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

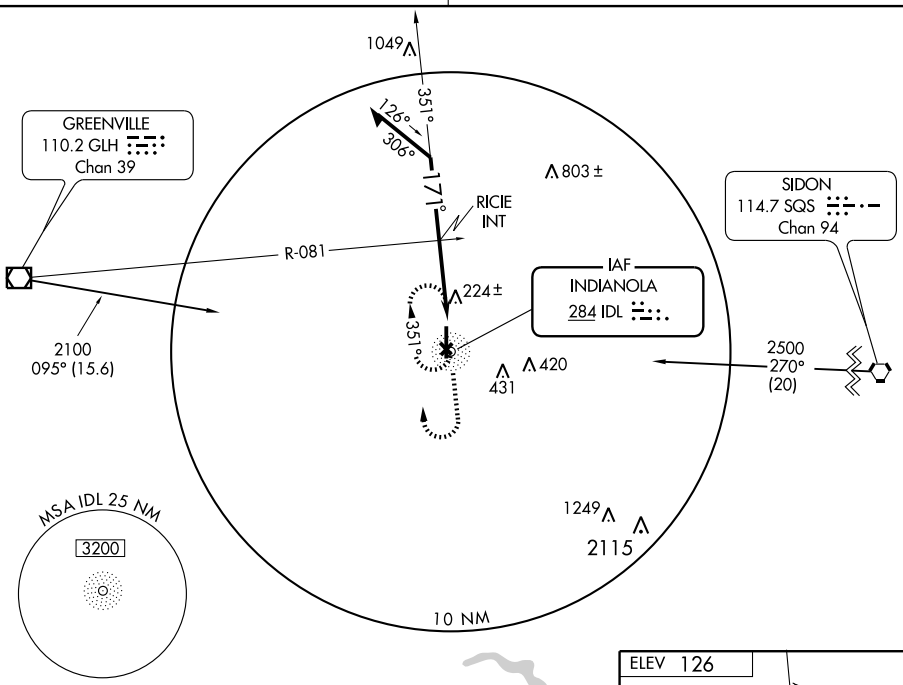
| NDB IDL | APP CRS | Rwy Idg | 7004 |
|---|---|---|---|
| 284 | 171° | TDZE | 126 |
| | | Apt Elev | 126 |

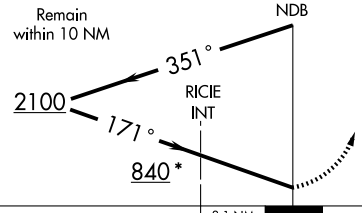
# NDB RWY 17
## INDIANOLA MUNI (IDL)

Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct IDL NDB and hold.

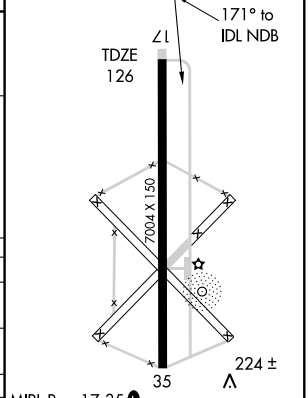
| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |




| 1500 | 2100 | IDL |
|---|---|---|
| | | 284 |

* 940 when using Greenwood altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 840-1 | 714 (800-1) | 840-2<br>714 (800-2) | 840-2¼<br>714 (800-2¼) |
| CIRCLING | 840-1 | 714 (800-1) | 840-2<br>714 (800-2) | 840-2¼<br>714 (800-2¼) |
| NDB/VOR MINIMUMS | | | | |
| S-17 | 580-1 | 454 (500-1) | 580-1¼<br>454 (500-1¼) | 580-1½<br>454 (500-1½) |
| CIRCLING | 580-1 | 454 (500-1) | 600-1½<br>474 (500-1½) | 780-2<br>654 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

| NDB IDL 284 | APP CRS 007° | Rwy Idg 7004<br>TDZE 121<br>Apt Elev 126 |
|---|---|---|

# NDB RWY 35

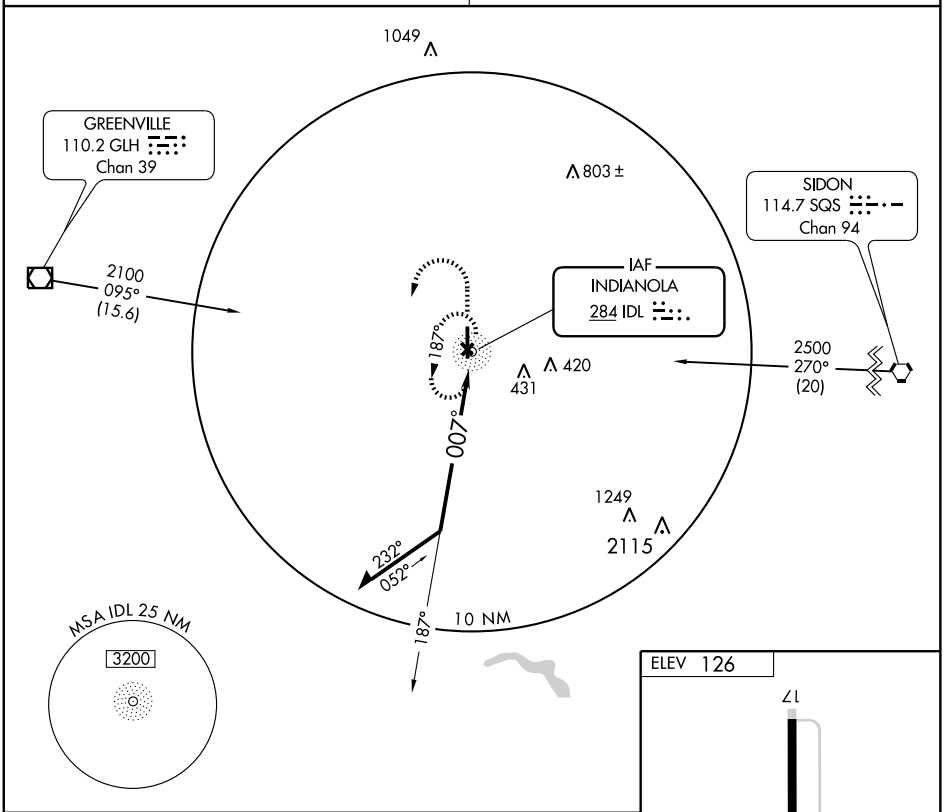
## INDIANOLA MUNI (IDL)

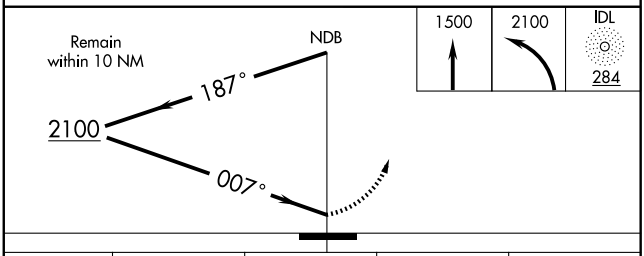
Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

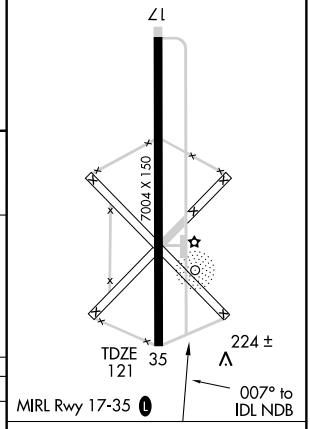
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2100 direct IDL NDB and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 740-1 | 619 (700-1) | 740-1¾<br>619 (700-1¾) | 740-2<br>619 (700-2) |
| CIRCLING | 740-1 | 614 (700-1) | 740-1¾<br>614 (700-1¾) | 780-2<br>654 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 7004 |
|---|---|---|
| 177° | TDZE | 126 |
| | Apt Elev | 126 |

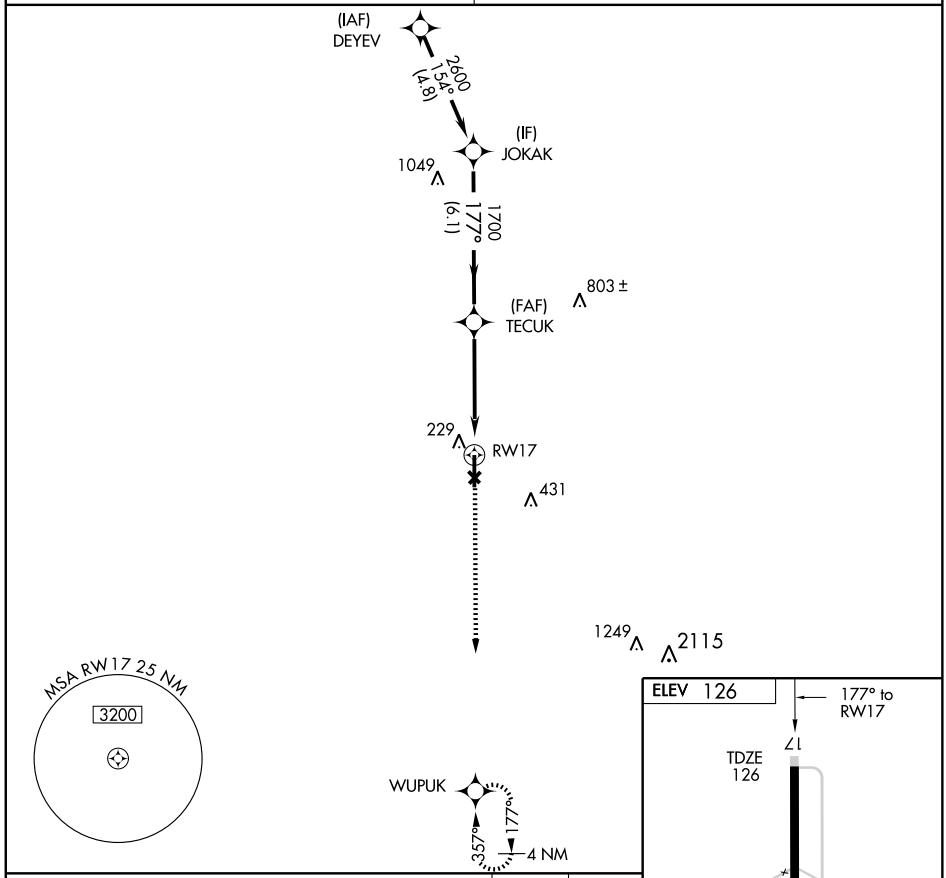
# RNAV (GPS) RWY 17

INDIANOLA MUNI (IDL)

DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 394 (400-1) | | | 520-1¼ 394 (400-1¼) |
| CIRCLING | 580-1 454 (500-1) | | 600-1½ 474 (500-1½) | 780-2 654 (700-2) |

MIRL Rwy 17-35 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 7004 |
|---|---|---|
| 357° | TDZE | 121 |
| | Apt Elev | 126 |

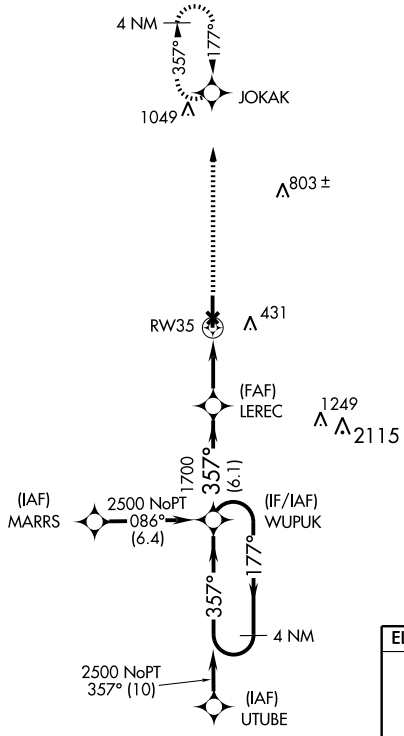
# RNAV (GPS) RWY 35

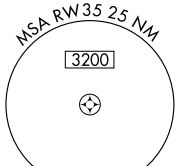
INDIANOLA MUNI (IDL)

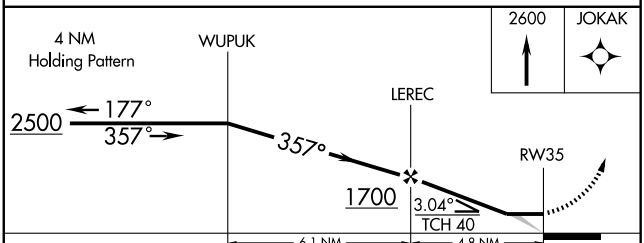
DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |

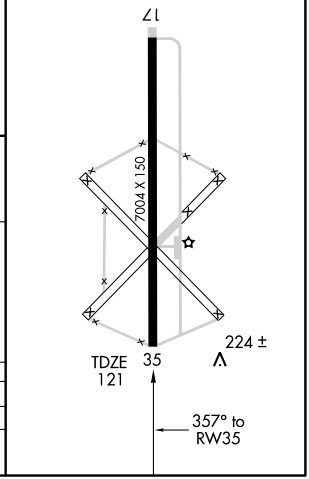



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 419 (500-1) | 540-1¼ | 419(500-1¼) |
| CIRCLING | 580-1 | 454 (500-1) | 600-1½ 474 (500-1½) | 780-2 654 (700-2) |

ELEV 126 MIRL Rwy 17-35 L




SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC SQS 114.7 Chan 94 | APP CRS 271° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 126 |
|---|---|---|

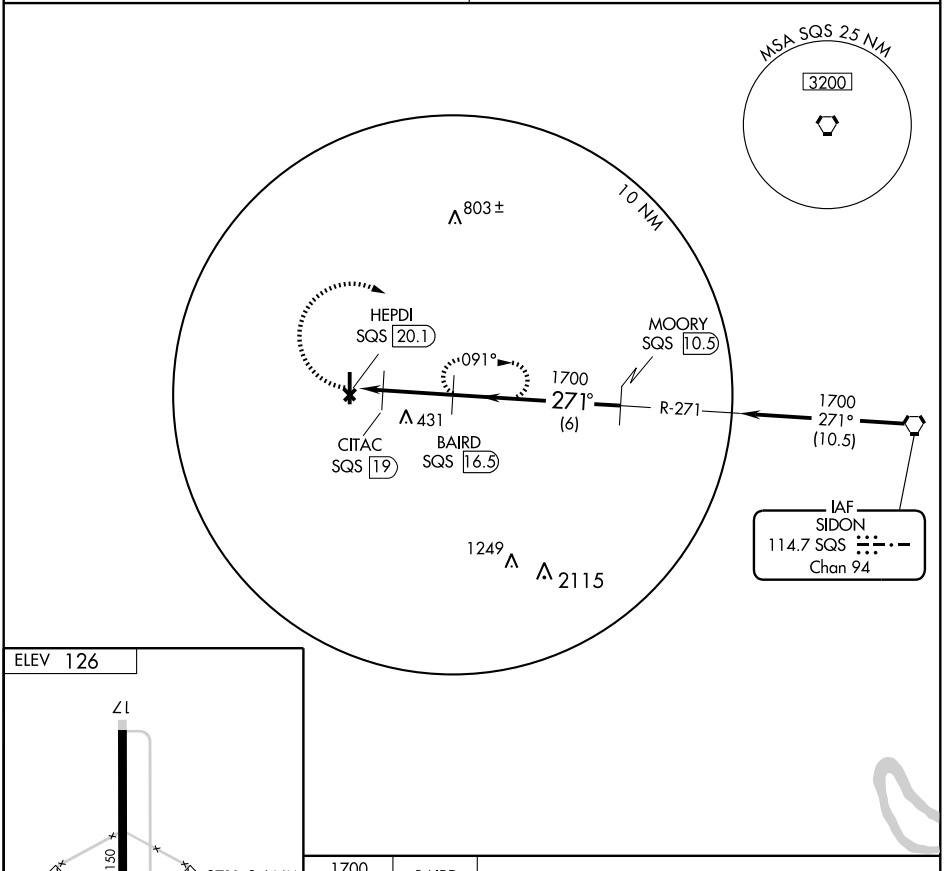
# VOR/DME-A

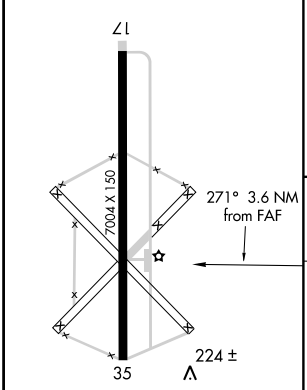
## INDIANOLA MUNI (IDL)

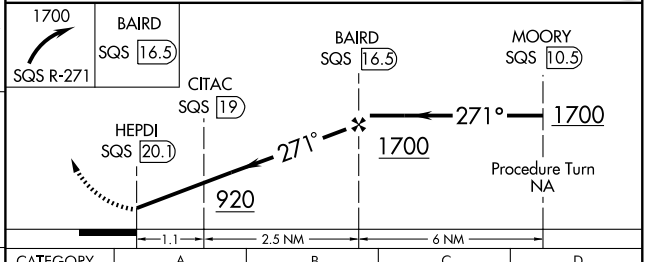
Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.
NA

MISSED APPROACH: Climbing right turn to 1700 via SQS R-271 to BAIRD 16.5 DME and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 580-1<br>454 (500-1) | 580-1¼<br>454 (500-1¼) | 600-1½<br>474 (500-1½) | 780-2<br>654 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

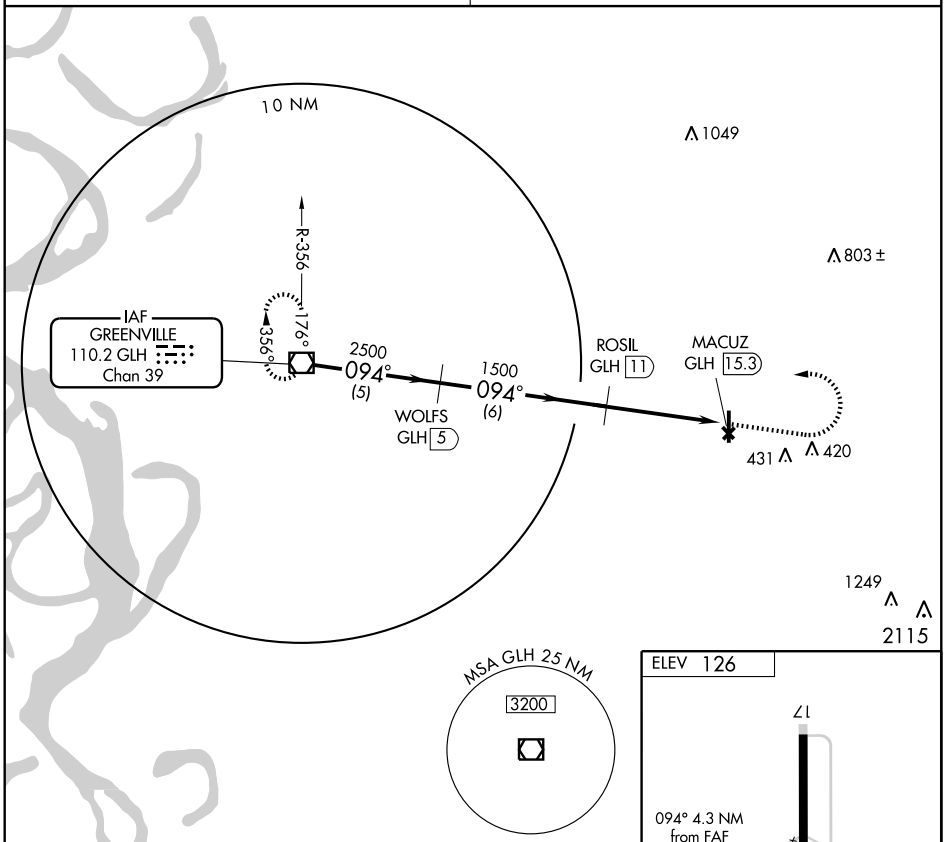
| VOR/DME GLH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.2 | 094° | TDZE | N/A |
| Chan 39 | | Apt Elev | 126 |

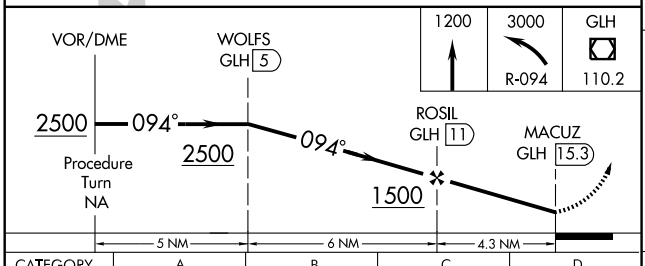
# VOR/DME-B
## INDIANOLA MUNI (IDL)

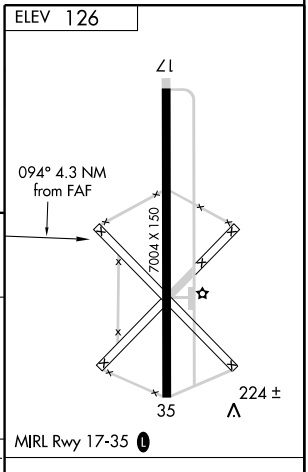
▼ Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDA's 100 feet.
▲ NA

MISSED APPROACH: Climb to1200 then climbing left turn to 3000 via R-094 to GLH VOR/DME and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 580-1 454 (500-1) | | 600-1½ 474 (500-1½) | 780-2 654 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

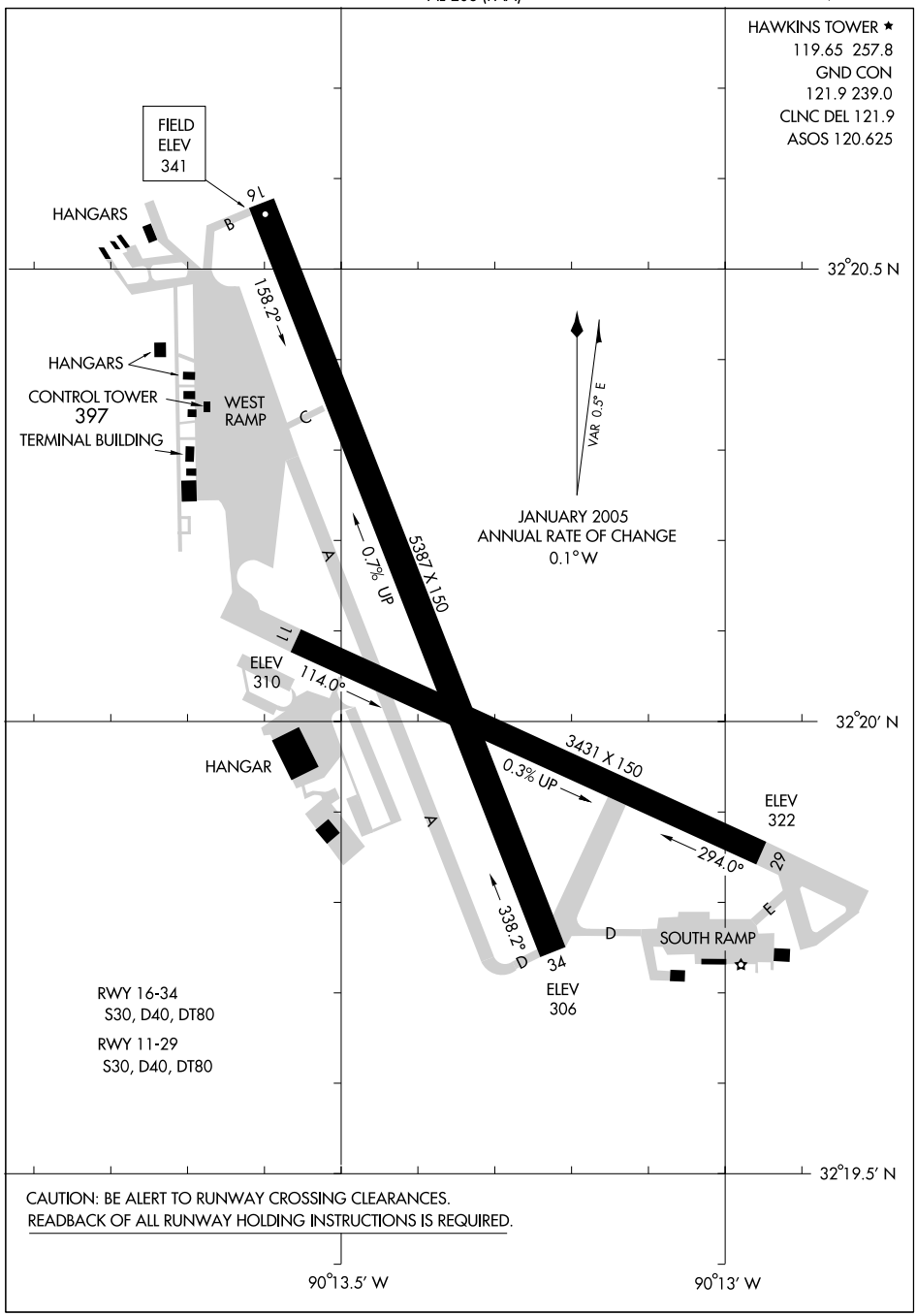
08101

# AIRPORT DIAGRAM

AL-206 (FAA)

## JACKSON/HAWKINS FIELD (HKS)

JACKSON, MISSISSIPPI




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-JHF | APP CRS | Rwy Idg | 5387 |
|---|---|---|---|
| 111.7 | 157° | TDZE | 341 |
| | | Apt Elev | 342 |

# ILS RWY 16

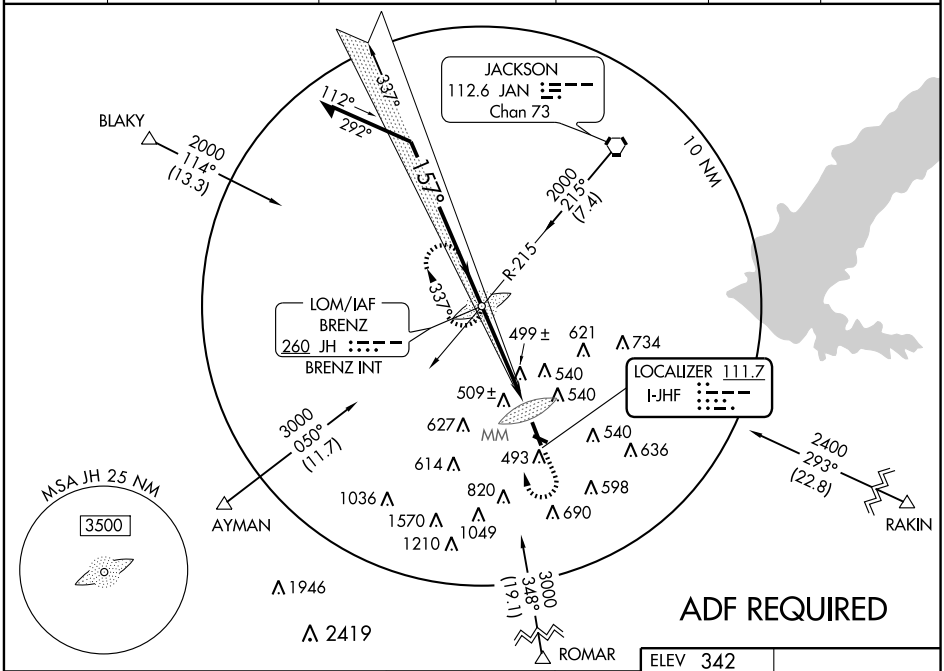
JACKSON/HAWKINS FIELD (HKS)

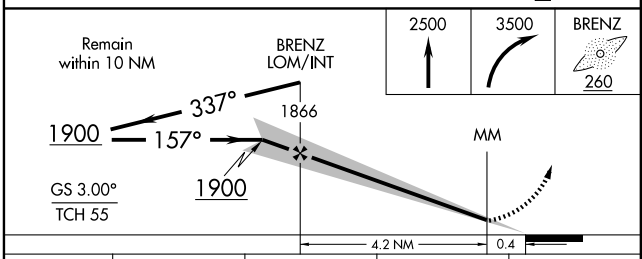
Obtain local altimeter setting on CTAF; if not received, use Jackson altimeter setting minimums. Glide Slope unusable when control tower not in operation, only localizer minimums authorized during this period.

MALSR

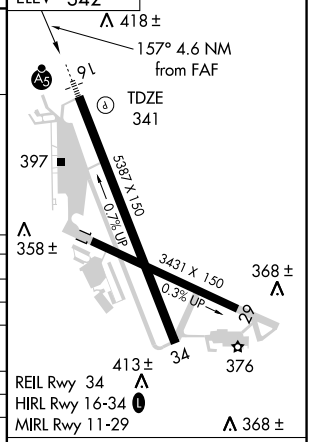
MISSED APPROACH: Climb to 2500, then climbing right turn to 3500 direct BRENZ LOM/Int and hold.

| ASOS | JACKSON APP CON ★ | HAWKINS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.625 | 123.9 125.25 319.2 | 119.65 (CTAF) L 257.8 | 121.9 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 541-½ 200 (200-½) | | | |
| S-LOC 16 | 760-½ 419 (500-½) | | 760-¾ 419 (500-¾) | |
| CIRCLING | 940-1 598 (600-1) | | 940-1½ 598 (600-1½) | 940-2 598 (600-2) |
| JACKSON ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 16 | 561-½ 220 (300-½) | | | |
| S-LOC 16 | 780-½ 439 (500-½) | | 780-¾ 439 (500-¾) | 780-1 439 (500-1) |
| CIRCLING | 960-1 618 (700-1) | | 960-1¾ 618 (700-1¾) | 960-2 618 (700-2) |




FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 5387 |
|---|---|---|
| 157° | TDZE | 341 |
| | Apt Elev | 341 |

# RNAV (GPS) RWY 16

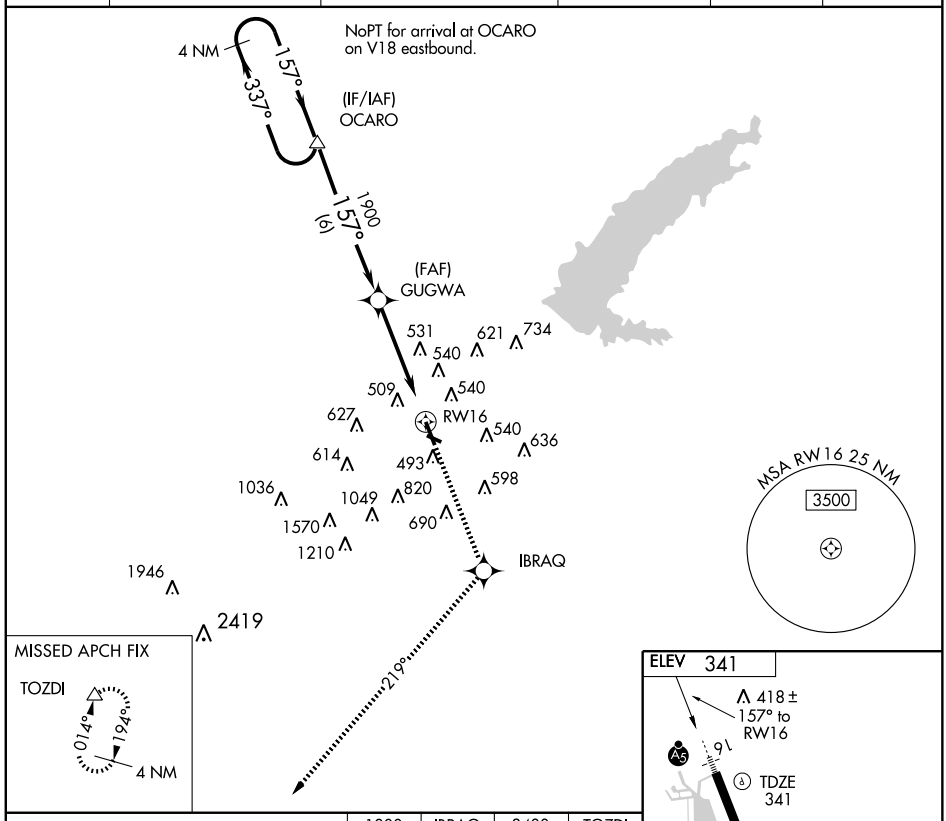
## JACKSON/ HAWKINS FIELD (HKS)

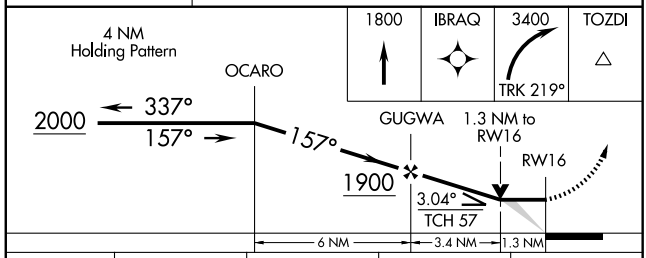
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDAs 20 feet. VDP NA when using Jackson-Evers Intl altimeter setting.

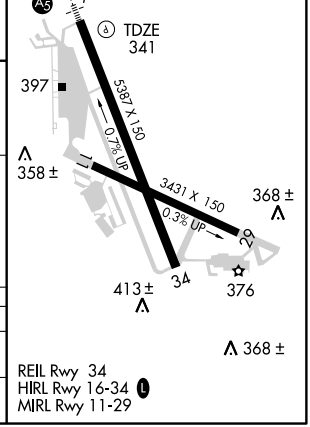
MALSR

MISSED APPROACH: Climb to 1800 direct IBRAQ then climbing right turn to 3400 via 219° track to TOZDI and hold.

| ASOS | JACKSON APP CON ★ | HAWKINS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.625 | 123.9 125.25 319.2 | 119.65 (CTAF) L 257.8 | 121.9 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-½ | 459 (500-½) | 800-¾ 459 (500-¾) | 800-1 459 (500-1) |
| CIRCLING | 840-1 | 498 (500-1) | 840-1½ 498 (500-1½) | 900-2 558 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 5387 |
|---|---|---|
| 337° | TDZE | 322 |
| | Apt Elev | 342 |

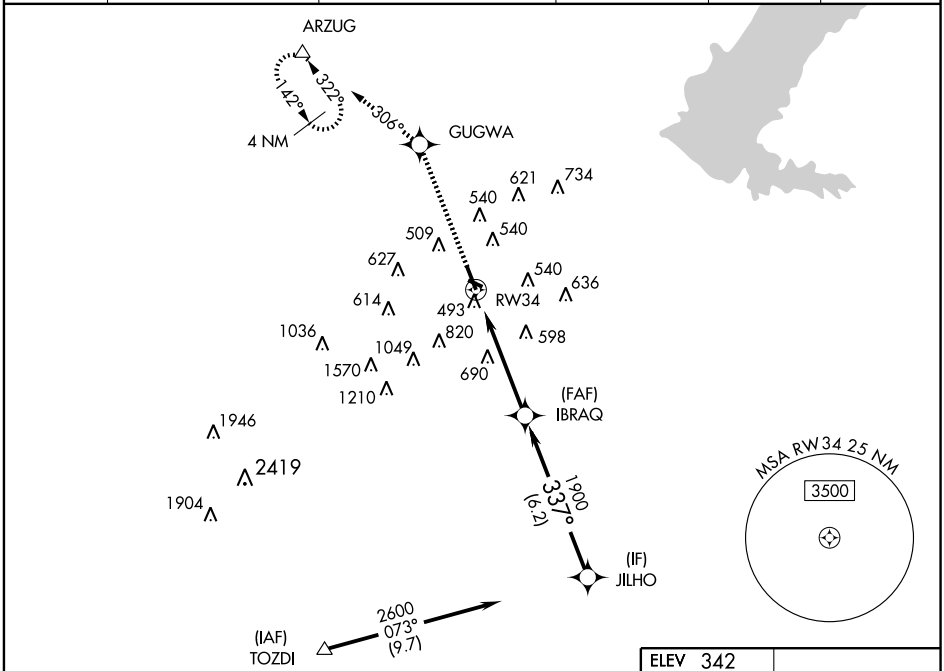
# RNAV (GPS) RWY 34

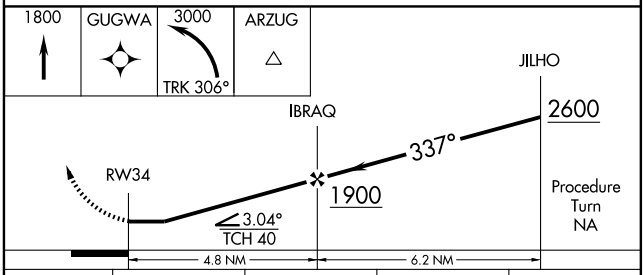
JACKSON/HAWKINS FIELD (HKS)

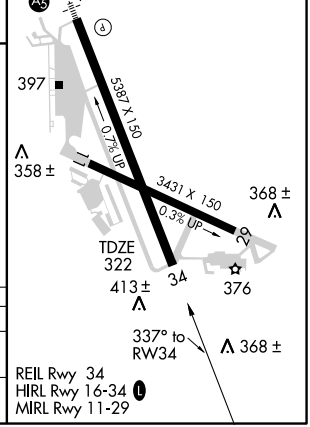
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1800 direct GUGWA then climbing left turn to 3000 via 306° track to ARZUG and hold.

| ASOS | JACKSON APP CON ★ | HAWKINS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.625 | 123.9 125.25 319.2 | 119.65 (CTAF) L 257.8 | 121.9 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 618 (600-1) | | 940-1¾ 618 (600-1¾) | 940-2 618 (600-2) |
| CIRCLING | 940-1 598 (600-1) | | 940-1¾ 598 (600-1¾) | 940-2 598 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

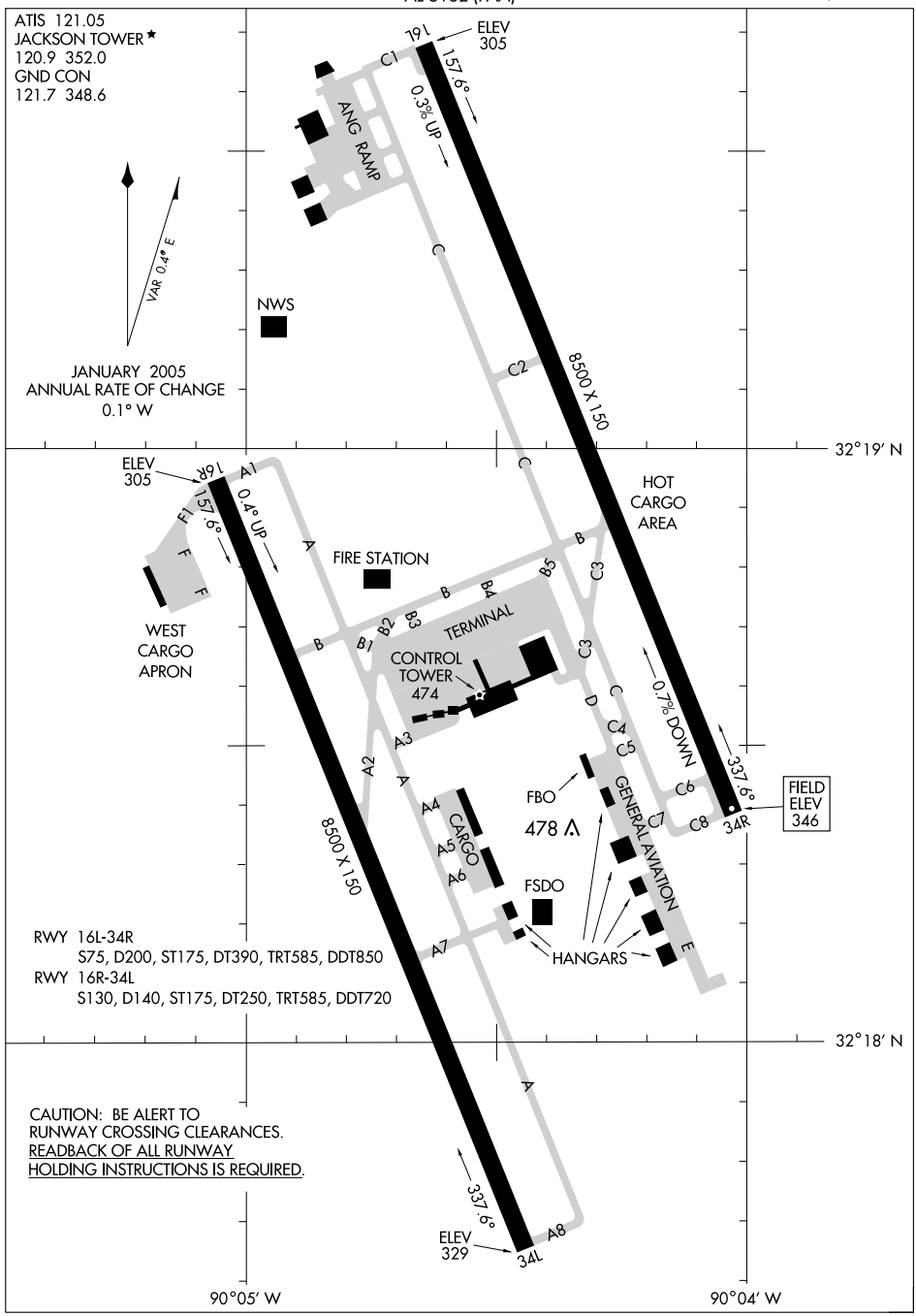
08157

# AIRPORT DIAGRAM

AL-5132 (FAA)

## JACKSON-EVERS INTL (JAN)

JACKSON, MISSISSIPPI




SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-FRL | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.3 | 338° | TDZE | 329 |
| | | Apt Elev | 346 |

# ILS or LOC RWY 34L
JACKSON-EVERS INTL (JAN)

ASR — When control tower closed inoperative table applies. For inoperative MALSR, increase S-ILS 34L Cat E visibility to RVR 4000 and S-LOC 34L Cat E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via JAN R-129 to RAKIN Int/JAN 22.1 DME and hold.

| ATIS | JACKSON APP CON★ | JACKSON TOWER★ | GND CON | 120.7 L * | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |

## DME REQUIRED

Cat E circling NA SW of Rwy 16R-34L. Cat E procedure turn NA-RADAR required.

(IAF) HENSI JAN 25

(IAF) BARAC JAN 25

R-049 R-266 R-200 R-129

JACKSON 112.6 JAN Chan 73

2100 to Dabey 154° (18)

15 NM

JAN 25 3000 Arc

JAN 25 2400 NoPT Arc

LOCALIZER 109.3 I-FRL

638 636 422 496± 597 530 928 1570 MM 590± 551 511 641

1946 2419

MSA JAN 25 NM 3500

BUNDA OM

(IAF) DABEY JAN 18 /RADAR

RAKIN JAN 22.1

129° 309°

338° LR-159 LR-149 R-017

1800 to Dabey (7)

GABEY JAN 25

2000 NoPT JAN 25 Arc

116.7 MCB Chan 114

113° 293°

FAVIN JAN 25

158°

SC-4, 22 OCT 2009 to 19 NOV 2009

ELEV 346

REIL Rwy 16R L *
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L L

16L 0.3% UP 8500 X 150 0.7% DOWN 34R

16R 0.7% UP 8500 X 150 TWR 474 34R

395± 386± 379 478 494 457± 427±

TDZE 329 34L

338° 4.4 NM from FAF

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

1200 | 3000 JAN R-129 | RAKIN JAN 22.1

DABEY JAN 18 /RADAR

Remain within 10 NM

158° 338° 2100

JAN 13.6 MM 1800

GS 3.00° TCH 58

0.4 4 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 34L | 529/18 200 (200-½) | | | | |
| S-LOC 34L | 780/24 451 (500-½) | | 780/40 451 (500-¾) | 780/50 451 (500-1) | |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 960-2¼ 614 (700-2¼) |

| LOC I-JAN | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.5 | 158° | TDZE | 312 |
| | | Apt Elev | 346 |

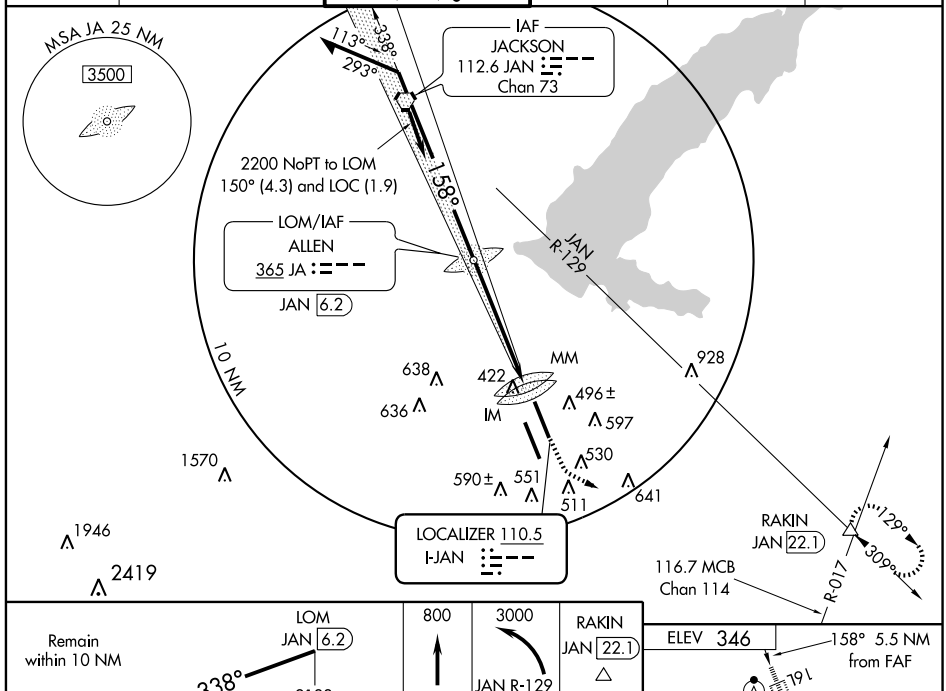
# ILS RWY 16L
## JACKSON-EVERS INTL (JAN)

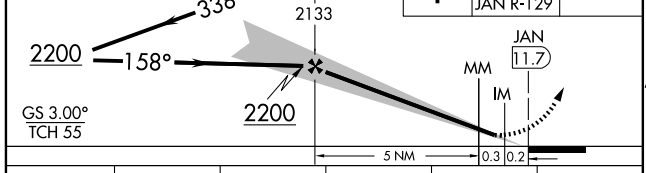
V A ASR — Cat E circling not authorized SW of Rwy 16R-34L. Cat E procedure turn not authorized - RADAR required. Cat E S-ILS 16L DH increased 50 feet and visibility increased to RVR 4000 for inoperative MM. When control tower closed inoperative table does not apply. For inoperative ALSF-2, increase S-ILS 16L Cat E visibility to RVR 4000.

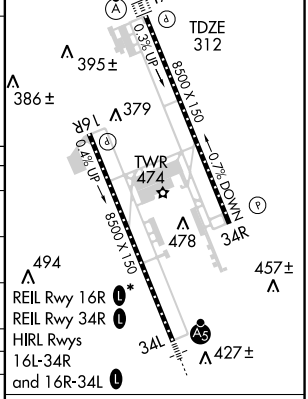
ALSF-2 (A)

MISSED APPROACH: Climb to 800, then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 L* | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 16L | 512/18 200 (200-½) | | | | 512/24 200 (200-½) |
| S-LOC 16L | 720/24 408 (400-½) | | | 720/40 408 (400-¾) | |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 960-2¼ 614 (700-2¼) |
| CONTROL TOWER CLOSED | | | | | |
| S-ILS 16L | 512-¾ 200 (200-¾) | | | | |
| S-LOC 16L | 720-1 408 (400-1) | | 720-1¼ 408 (400-1¼) | | 720-1½ 408 (400-1½) |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 960-2¼ 614 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-JAN | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.5 | 158° | TDZE | 312 |
| | | Apt Elev | 346 |

# ILS RWY 16L (CAT II)

## JACKSON-EVERS INTL (JAN)

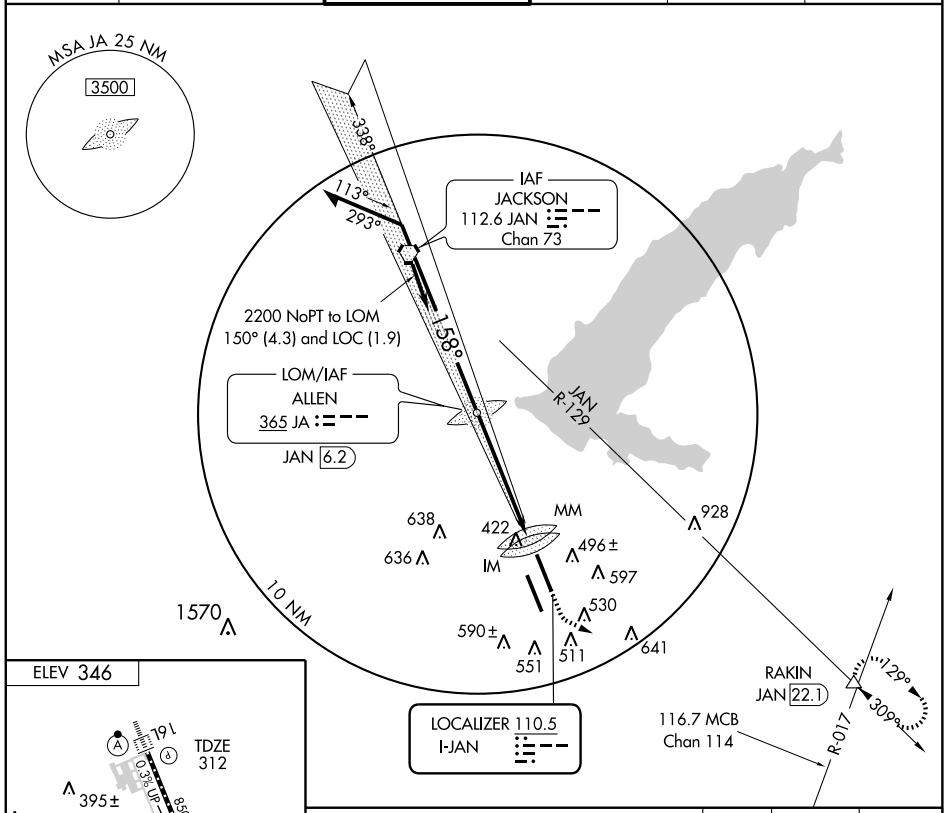
When Control Tower closed Cat II not authorized.

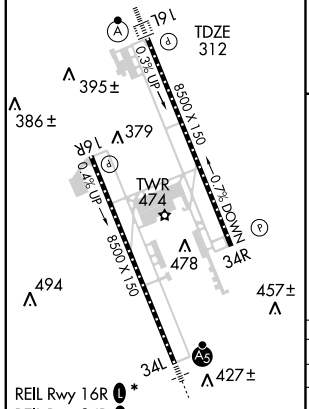
ASR

ALSF-2

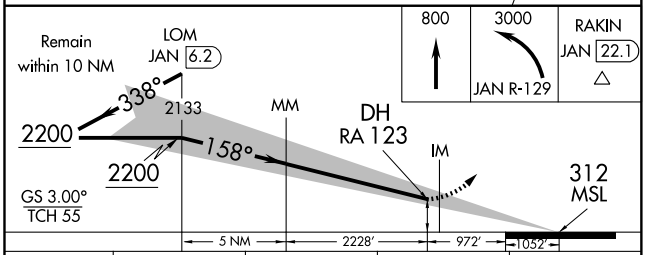
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 ★ | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |




REIL Rwy 16R L *
REIL Rwy 34R L
HIRL Rwys
16L-34R and 16R-34L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | 412/12 100 RA 123 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-JAN | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.5 | 158° | TDZE | 312 |
| | | Apt Elev | 346 |

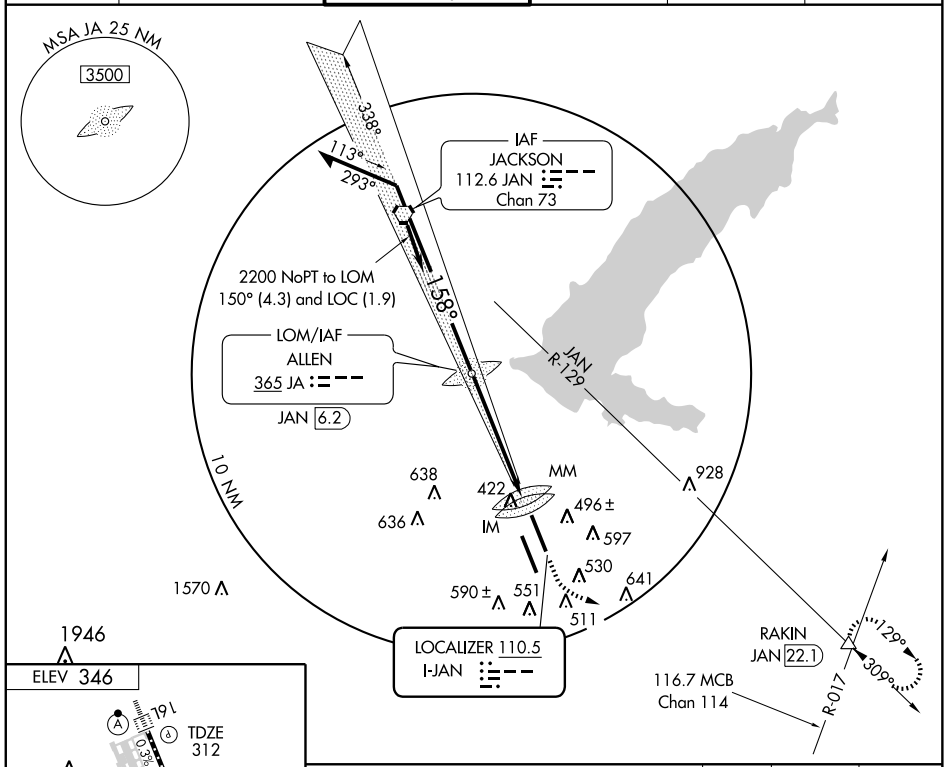
# ILS RWY 16L (CAT III)
## JACKSON-EVERS INTL (JAN)

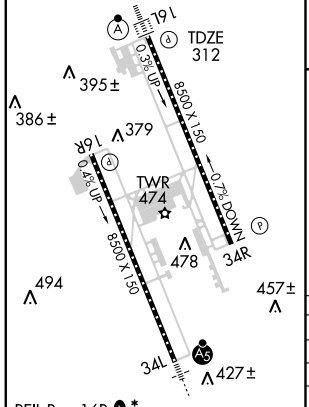
ASR When Control Tower closed Cat IIIA and Cat IIIB not authorized.

ALSF-2

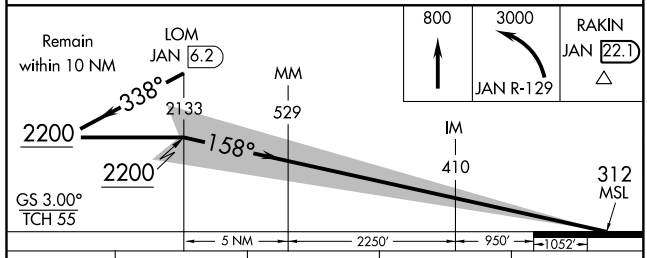
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 L * | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |




REIL Rwy 16R L *
REIL Rwy 34R L
HIRL Rwys
16L-34R and 16R-34L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | CAT IIIA RVR 07 | | | |
| S-ILS 16L | CAT IIIB RVR 06 | | | |
| S-ILS 16L | CAT IIIC NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

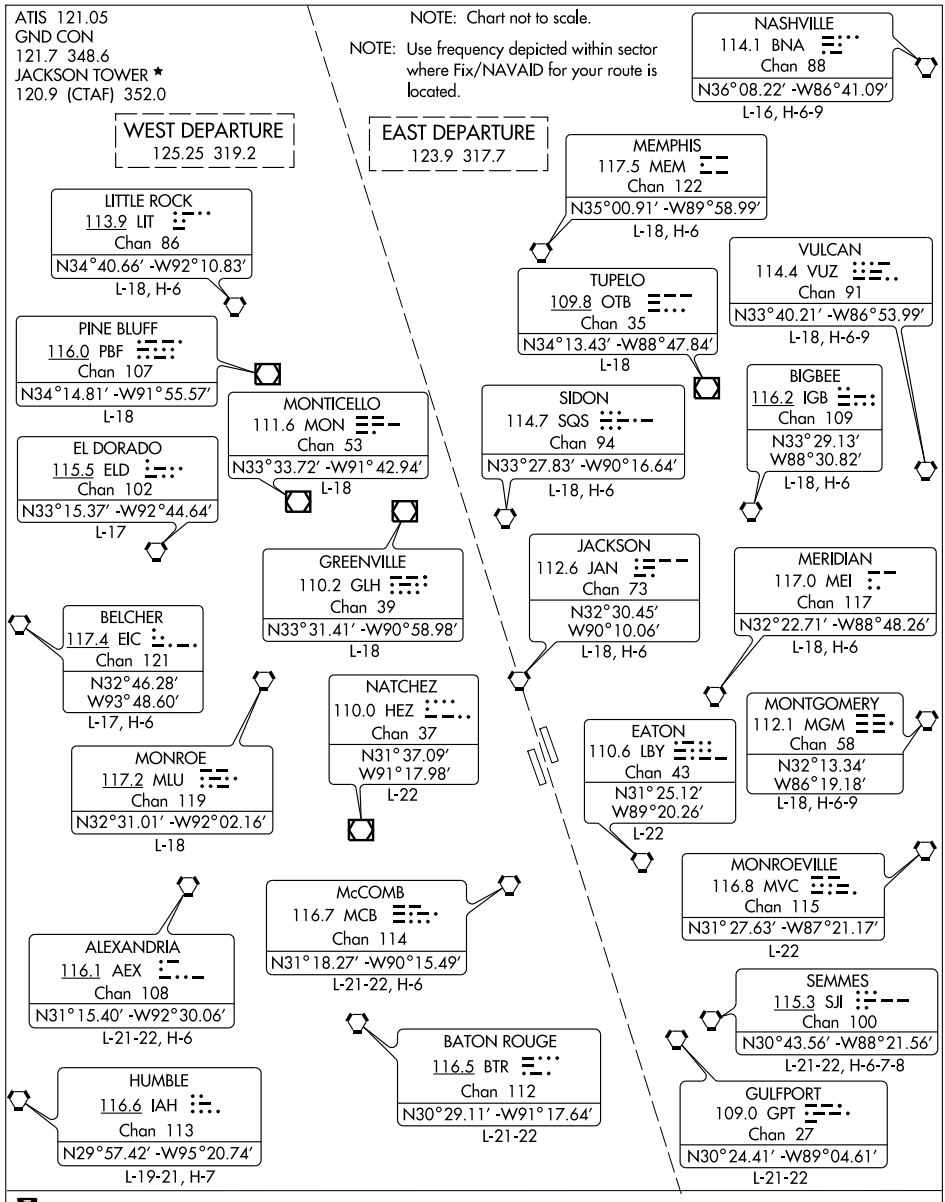
SC-4, 22 OCT 2009 to 19 NOV 2009

(JAN4.JAN) 08213

# JACKSON FOUR DEPARTURE

SL-5132 (FAA)

JACKSON-EVERS INTL (JAN)
JACKSON, MISSISSIPPI




## DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb on runway heading or as assigned for vectors to join filed route. Maintain 5000′ or altitude assigned by ATC. Expect clearance to requested altitude/flight level ten minutes after departure.

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 72911 | 158° | TDZE | 312 |
| W16A | | Apt Elev | 346 |

# RNAV (GPS) RWY 16L

## JACKSON-EVERS INTL (JAN)

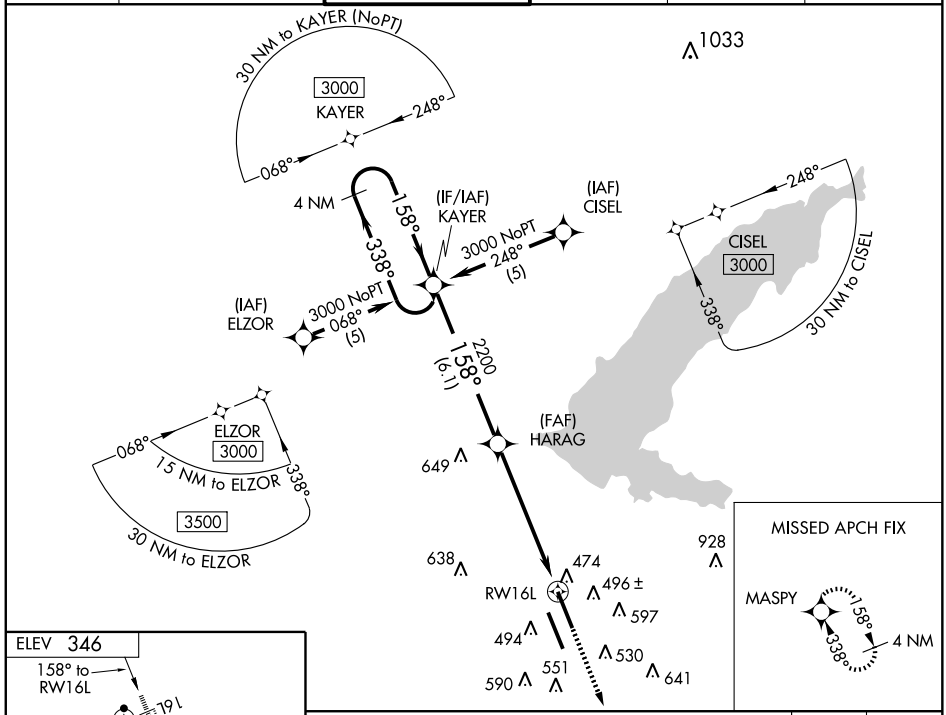
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

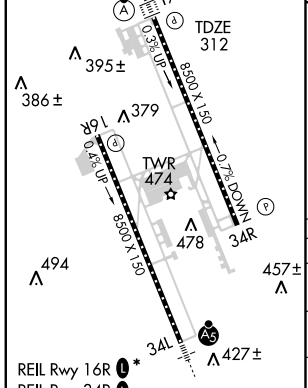
ASR

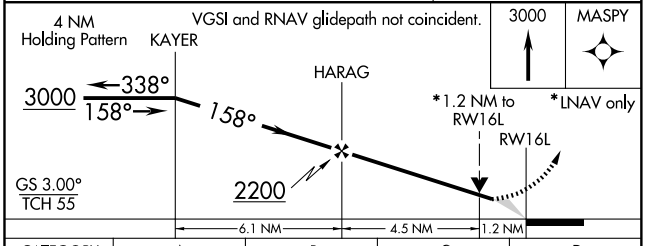
ALSF-2

MISSED APPROACH: Climb to 3000 direct MASPY and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 L * | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 512/24 200 (200-½) | | | |
| LNAV/VNAV DA | 724/50 412 (400-1) | | | |
| LNAV MDA | 760/24 448 (500-½) | | 760/40 448 (500-¾) | 760/50 448 (500-1) |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 49211 | 158° | TDZE | 319 |
| W16B | | Apt Elev | 346 |

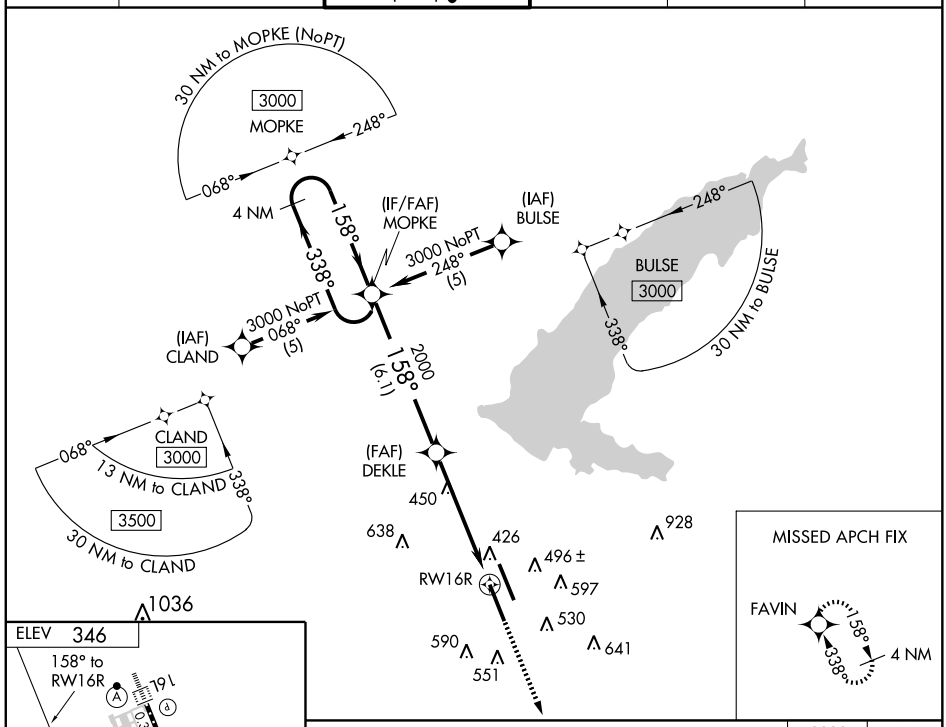
# RNAV (GPS) RWY 16R

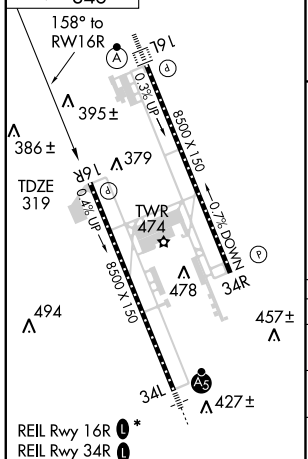
## JACKSON-EVERS INTL (JAN)

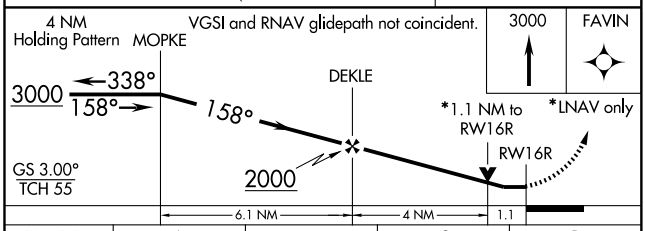
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAVIN and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | 120.7 L * | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 656-1¼ 337 (400-1¼) | | | |
| LNAV/VNAV DA | 758-1½ 439 (500-1½) | | | |
| LNAV MDA | 720-1 401 (400-1) | | 720-1¼ 401 (400-1¼) | |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 61301 W34A | APP CRS 338° | Rwy Idg 8500<br>TDZE 329<br>Apt Elev 346 |
|---|---|---|

# RNAV (GPS) RWY 34L

JACKSON-EVERS INTL (JAN)

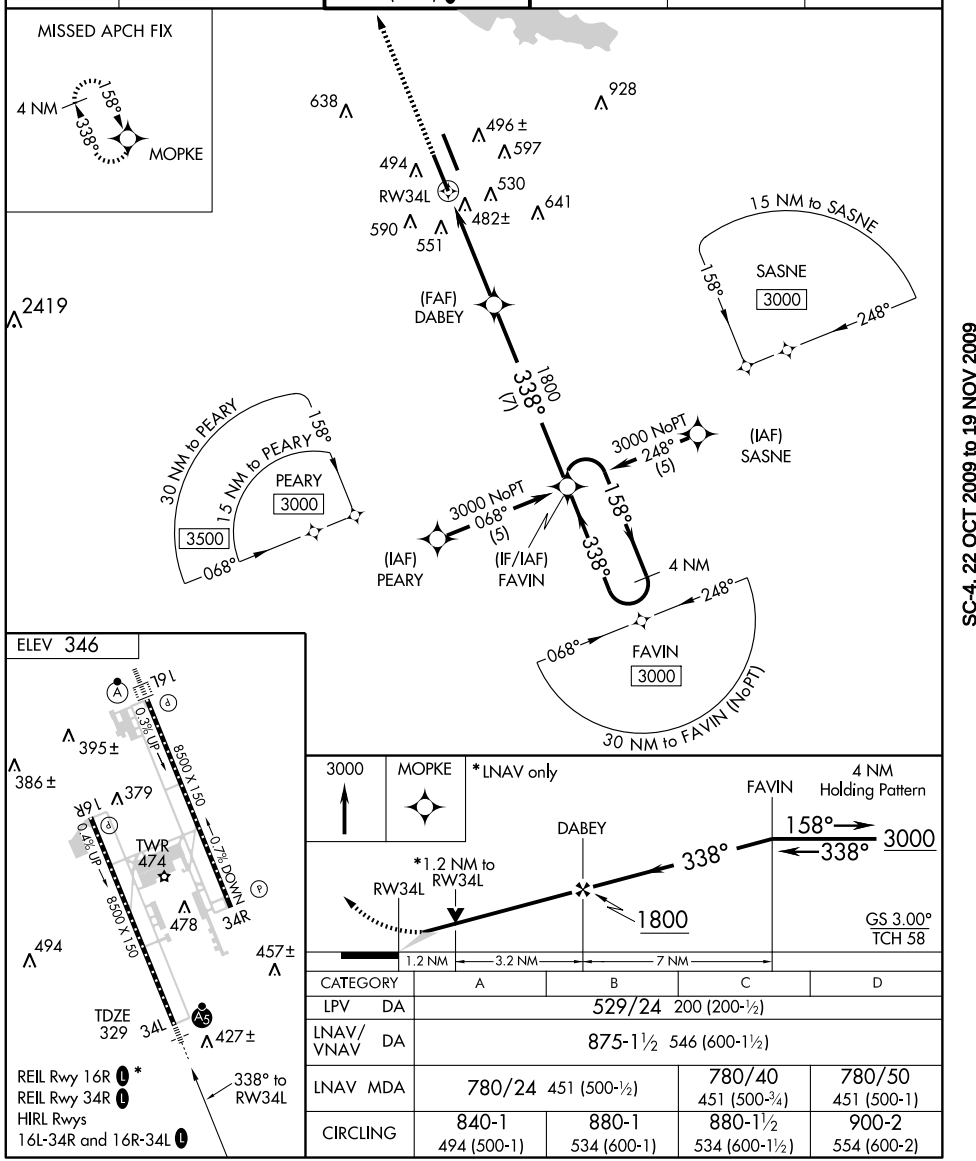
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet.

MALSR

MISSED APPROACH: Climb to 3000 direct MOPKE and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 L * | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 529/24 200 (200-½) | | | |
| LNAV/VNAV DA | 875-1½ 546 (600-1½) | | | |
| LNAV MDA | 780/24 451 (500-½) | | 780/40 451 (500-¾) | 780/50 451 (500-1) |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 45811 | 338° | TDZE | 346 |
| W34B | | Apt Elev | 346 |

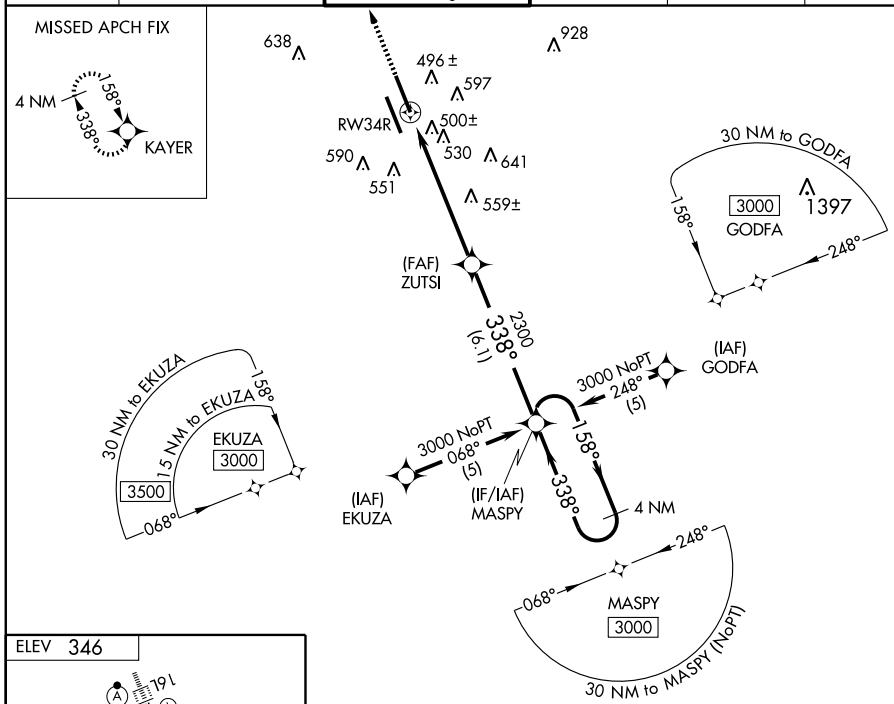
# RNAV (GPS) RWY 34R

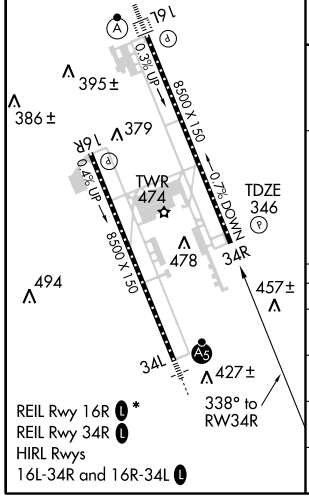
JACKSON-EVERS INTL (JAN)

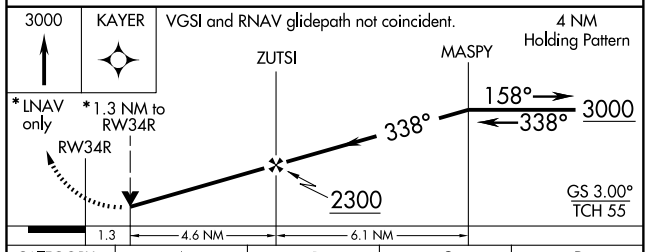
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to 1½ mile. VDP and ASR Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 L * | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 738/60 392 (400-1¼) | | | |
| LNAV/VNAV DA | 846-1¾ 500 (500-1¾) | | | |
| LNAV MDA | 820/50 474 (500-1) | | 820/60 474 (500-1¼) | 820-1½ 474 (500-1½) |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

# TACAN RWY 16L

| VORTAC JAN 112.6 Chan 73 | APCH CRS 152° | Rwy ldg 8500 TDZE 311 Arpt Elev 346 |
|---|---|---|

AL-5132 [USAF]

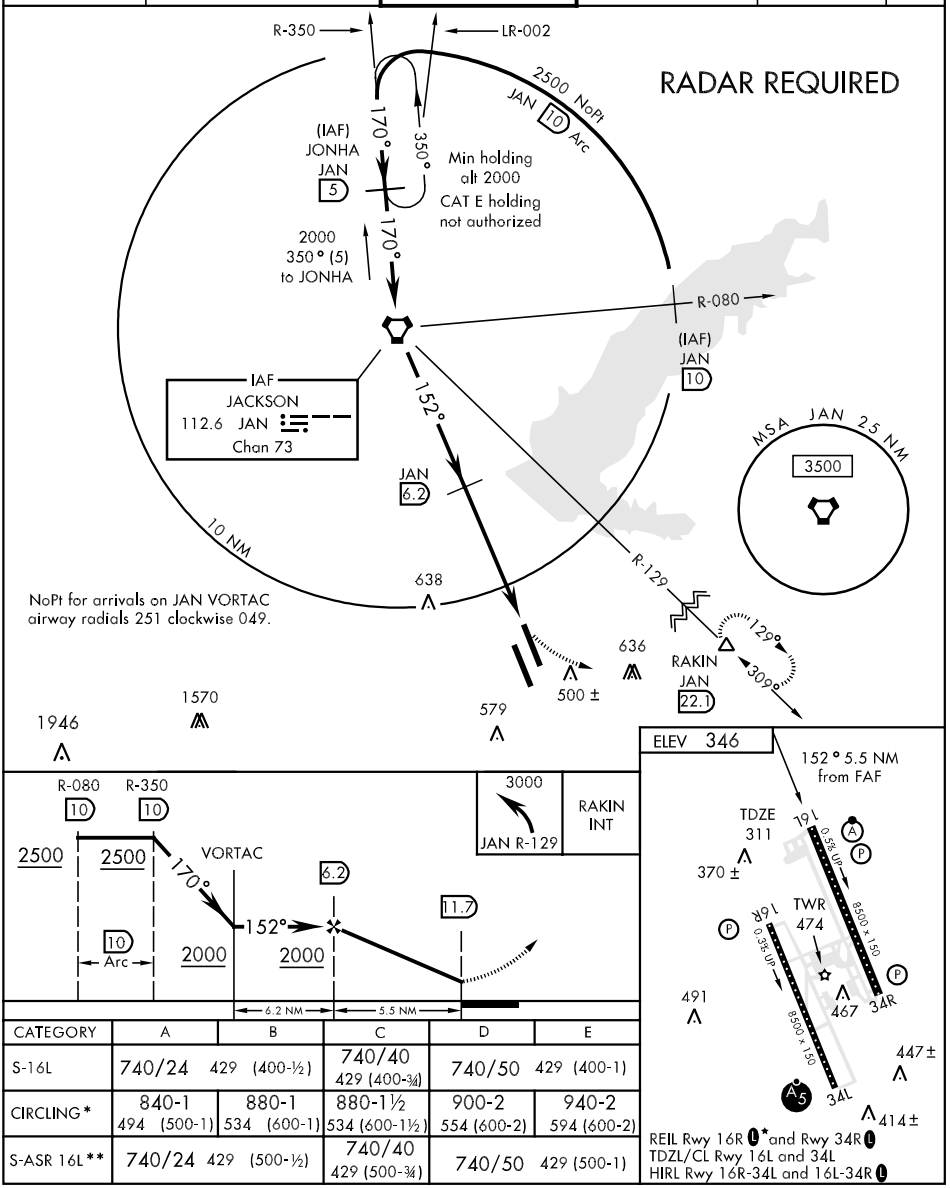
JACKSON-EVERS INTL (JAN)

* CAT E circling not authorized SW of Rwy 16R-34L.
** When ALS inop, increase CAT E vis to 1½ miles.

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

| ATIS | JACKSON APP CON | JACKSON TOWER | GND CON | | ASR |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | 120.7 L* | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16L | 740/24 429 (400-½) | | 740/40 429 (400-¾) | 740/50 429 (400-1) | |
| CIRCLING* | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 940-2 594 (600-2) |
| S-ASR 16L** | 740/24 429 (500-½) | | 740/40 429 (500-¾) | 740/50 429 (500-1) | |

REIL Rwy 16R L* and Rwy 34R L
TDZL/CL Rwy 16L and 34L
HIRL Rwy 16R-34L and 16L-34R L



SC-4, 22 OCT 2009 to 19 NOV 2009

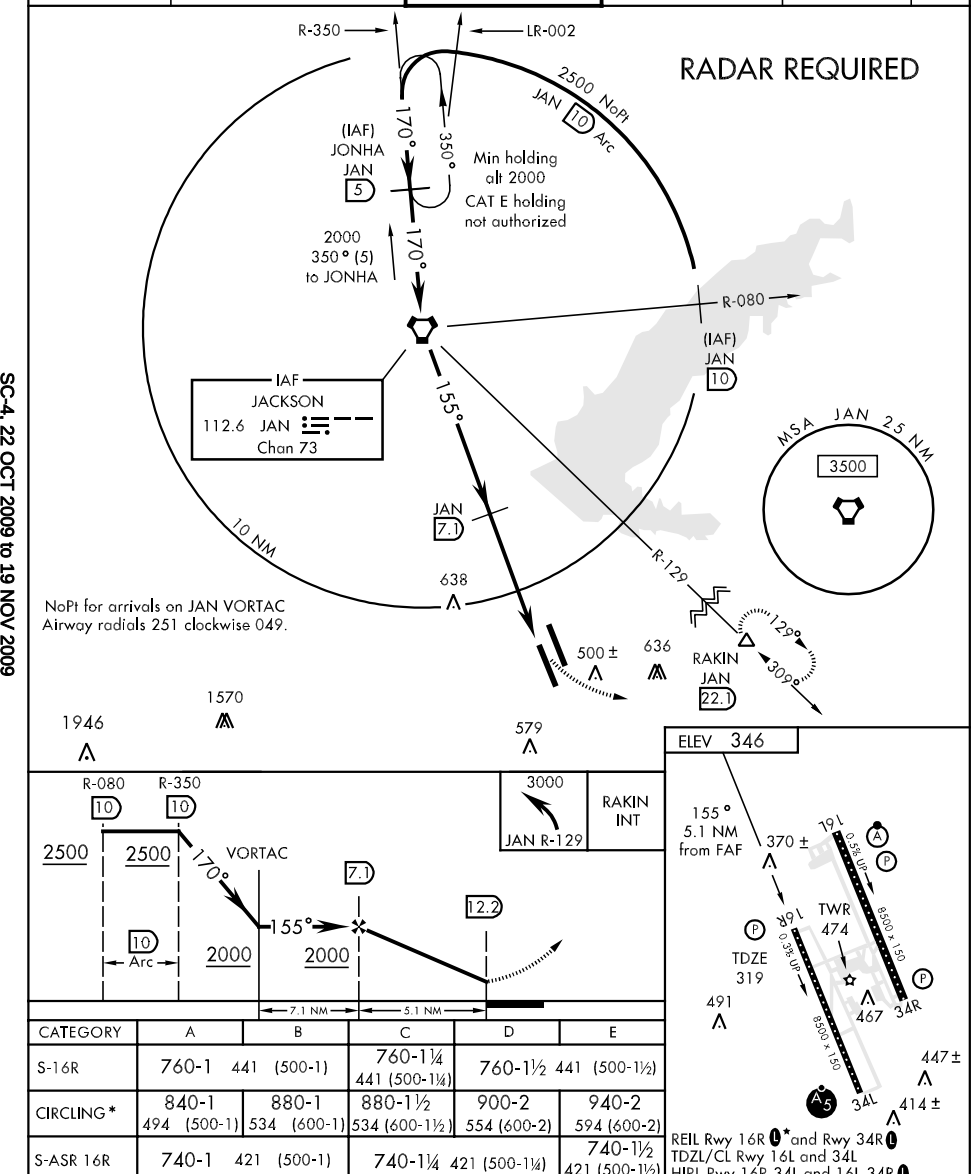
# TACAN RWY 16R

| VORTAC JAN 112.6 Chan 73 | APCH CRS 155° | Rwy ldg 8500 TDZE 319 Arpt Elev 346 | AL-5132 [USAF] | JACKSON-EVERS INTL (JAN) |
|---|---|---|---|---|

* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

| ATIS | JACKSON APP CON | JACKSON TOWER | GND CON | | ASR |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | 120.7 L* | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16R | 760-1 441 (500-1) | | 760-1¼ 441 (500-1¼) | 760-1½ 441 (500-1½) | |
| CIRCLING* | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 940-2 594 (600-2) |
| S-ASR 16R | 740-1 421 (500-1) | | 740-1¼ 421 (500-1¼) | 740-1½ 421 (500-1½) | |



SC-4, 22 OCT 2009 to 19 NOV 2009

# TACAN RWY 34L

| VORTAC JAN 112.6 Chan 73 | APCH CRS 335° | Rwy ldg 8500 TDZE 329 Arpt Elev 346 |
|---|---|---|

AL-5132 [USAF] JACKSON-EVERS INTL (JAN)

▼ When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet and increase S-34L CATS D and E visibility ¼ mile.

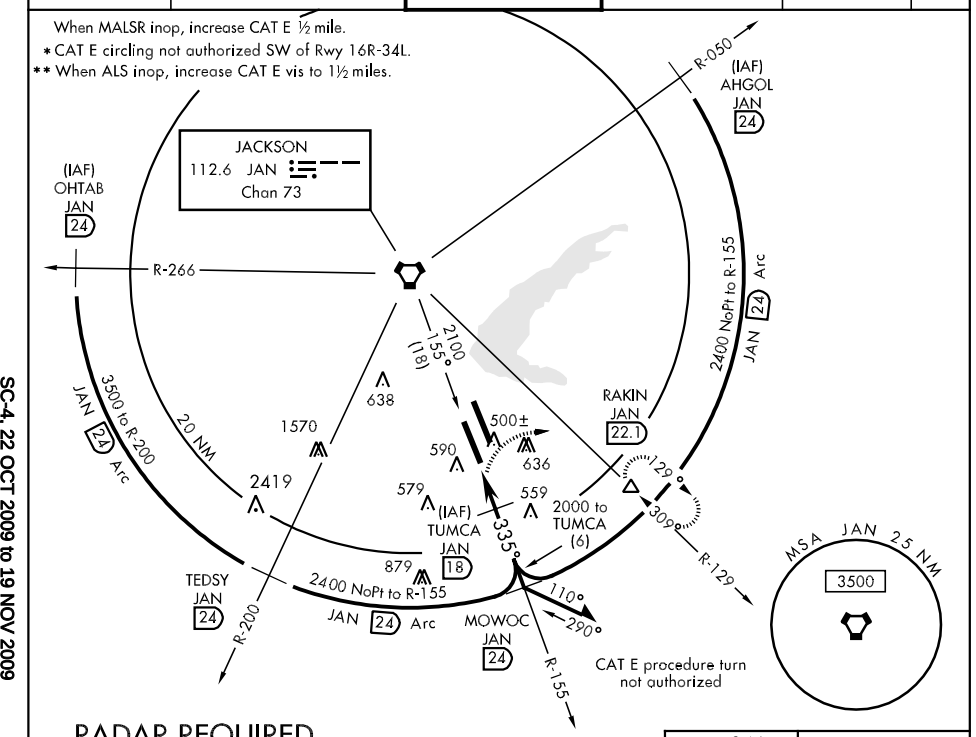
▲ When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet and increase S-34L CATS D and E visibility ¼ mile.

MALSR A5

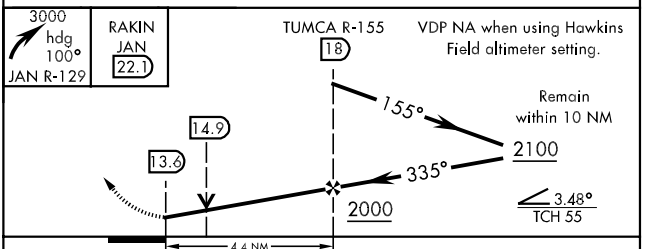
MISSED APPROACH: Climbing right turn to 3000 via heading 100° and via JAN VORTAC R-129 to RAKIN INT/22.1 DME and hold.

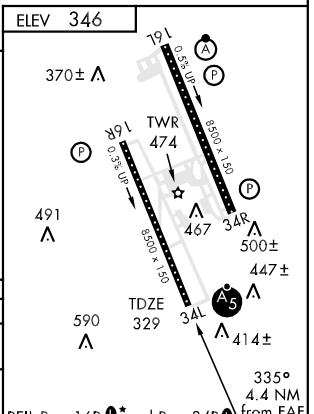
| ATIS | JACKSON APP CON | JACKSON TOWER | GND CON | | ASR |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | 120.7 L* | |

When MALSR inop, increase CAT E ½ mile.
* CAT E circling not authorized SW of Rwy 16R-34L.
** When ALS inop, increase CAT E vis to 1½ miles.




## RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-34L | 840/24 511 (500-½) | | 840/50 511 (500-1) | | 840/60 511 (500-1¼) |
| CIRCLING* | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 960-2¼ 614 (700-2¼) |
| S-ASR 34L** | 800-½ 472 (500-½) | | 800-¾ 472 (500-¾) | 800-1 472 (500-1) | 800-1¼ 472 (500-1¼) |



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# TACAN RWY 34R

| VORTAC JAN 112.6 Chan 73 | APCH CRS 332° | Rwy ldg 8500 TDZE 346 Arpt Elev 346 |
|---|---|---|

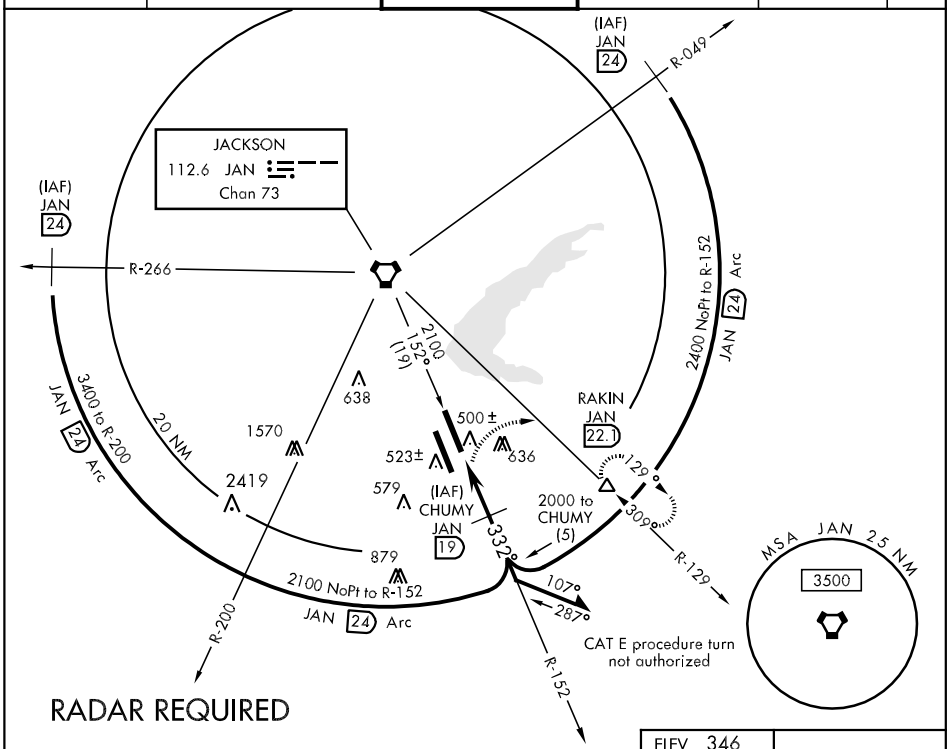
AL-5132 [USAF]

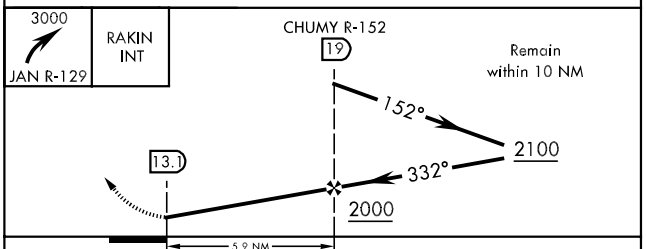
JACKSON-EVERS INTL (JAN)

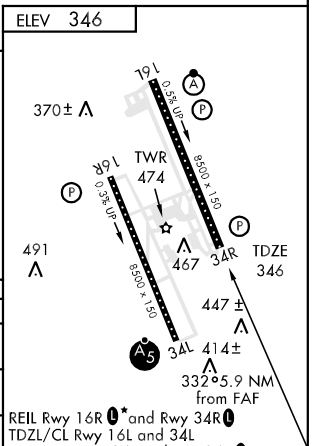
* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing right turn to 3000 via JAN R-129 to RAKIN INT and hold.

| ATIS | JACKSON APP CON | JACKSON TOWER | GND CON | | ASR |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | 120.7 L* | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-34R | 820/50 474 (500-1) | | 820/60 474 (500-1¼) | 820-1½ 474 (500-1½) | 820-1¾ 474 (500-1¾) |
| CIRCLING* | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 940-2 594 (600-2) |
| S-ASR 34R | 820/50 474 (500-1) | | 820/60 474 (500-1¼) | 820-1½ 474 (500-1½) | 820-1¾ 474 (500-1¾) |



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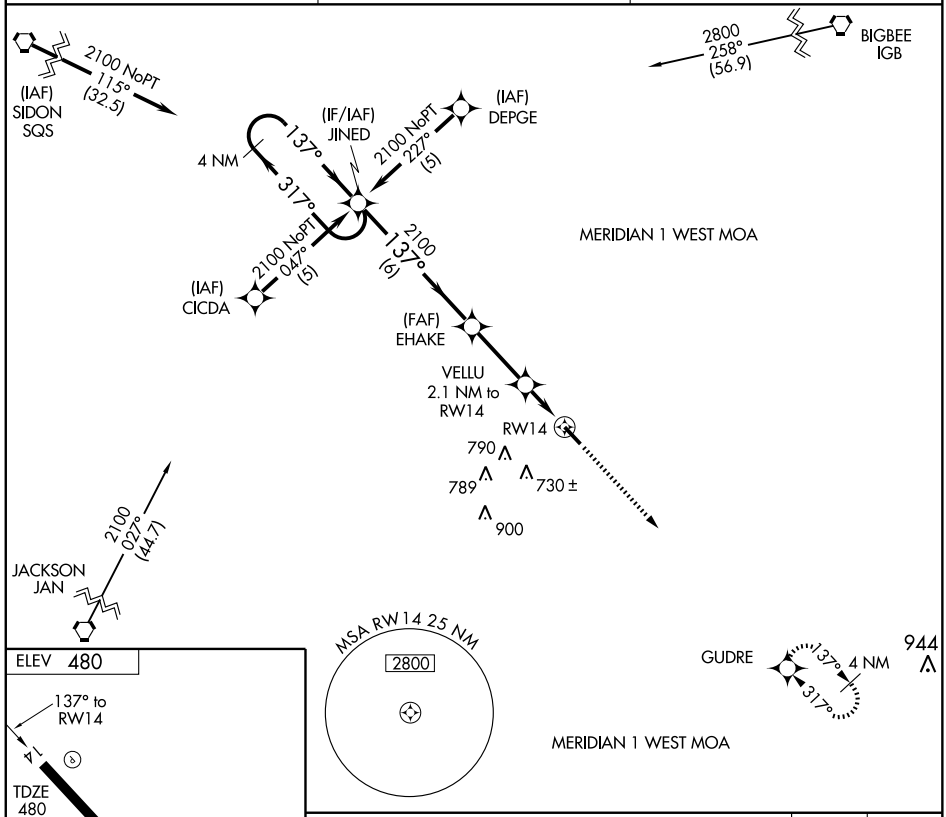
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 137° | TDZE | 480 |
| | Apt Elev | 480 |

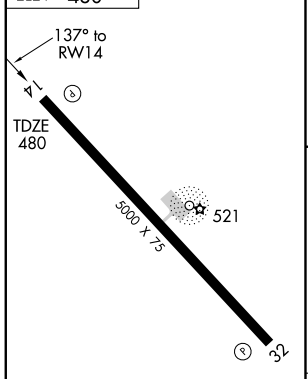
# RNAV (GPS) RWY 14
## KOSCIUSKO-ATTALA COUNTY (OSX)

DME/DME RNP-0.3 NA. Procedure not authorized at night. Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

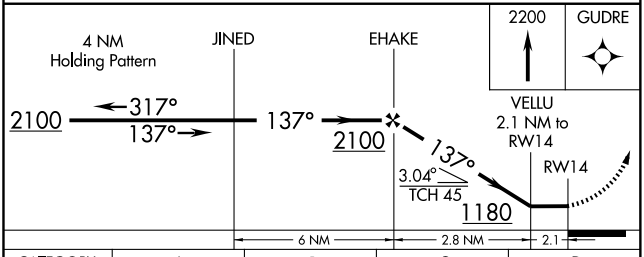
MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

| PHILADELPHIA AWOS-3 | MEMPHIS CENTER | CTAF |
|---|---|---|
| 118.725 | 132.75 263.0 | 122.9 L |




MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 | 520 (600-1) | 1000-1½ 520 (600-1½) | NA |
| CIRCLING | 1020-1 | 540 (600-1) | 1020-1½ 540 (600-1½) | NA |

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KOSCIUSKO, MISSISSIPPI

AL-5671 (FAA)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 317° | TDZE | 480 |
| | Apt Elev | 480 |

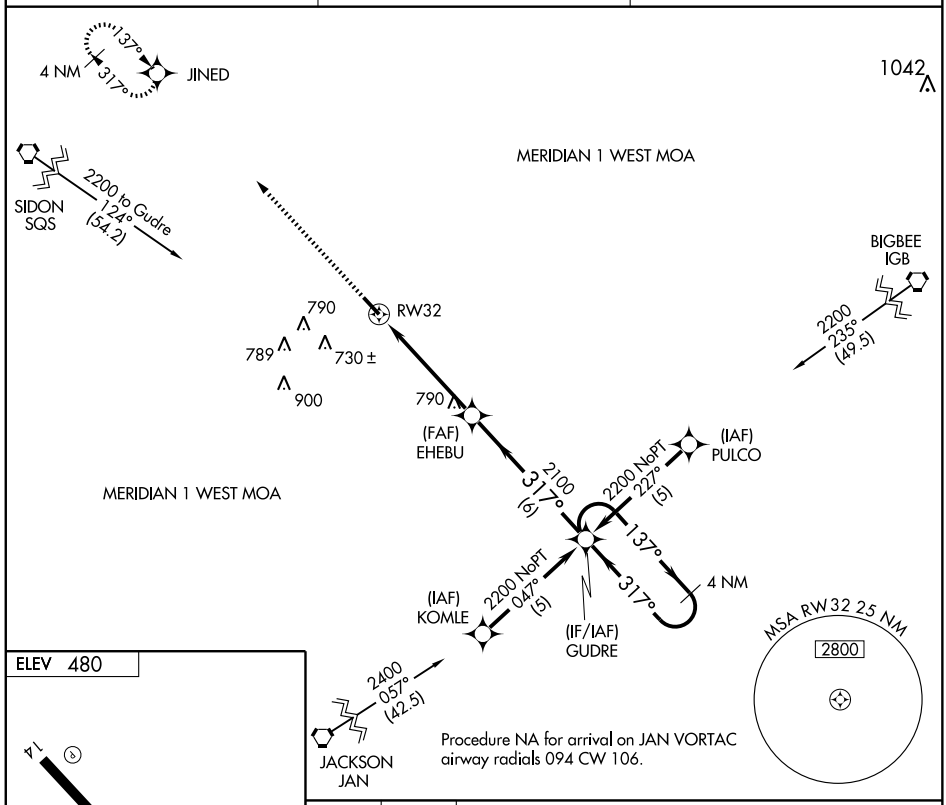
# RNAV (GPS) RWY 32

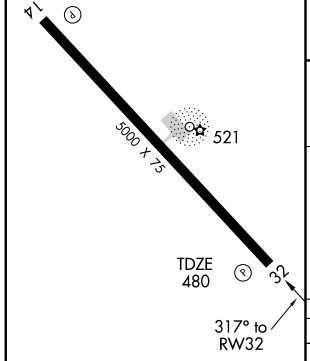
## KOSCIUSKO-ATTALA COUNTY (OSX)

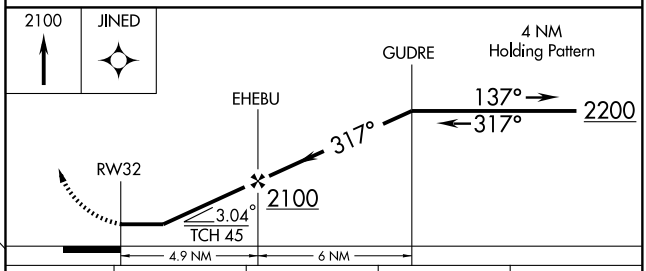
DME/DME RNP-0.3 NA. Procedure not authorized at night. Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2100 direct JINED and hold.

| PHILADELPHIA AWOS-3 | MEMPHIS CENTER | CTAF |
|---|---|---|
| 118.725 | 132.75 263.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 480 (500-1) | | 960-1¼ 480 (500-1¼) | NA |
| CIRCLING | 1020-1 540 (600-1) | | 1020-1½ 540 (600-1½) | NA |

MIRL Rwy 14-32 L

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| NDB THJ | APP CRS | Rwy Idg | 5513 |
|---|---|---|---|
| 346 | 135° | TDZE | 238 |
| | | Apt Elev | 238 |

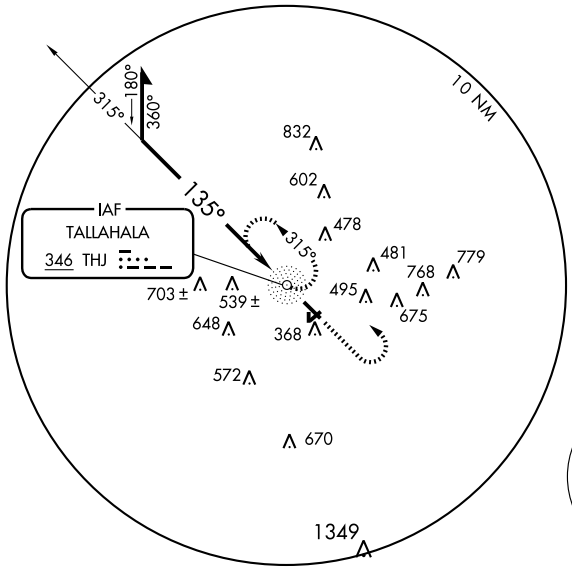
# NDB RWY 13

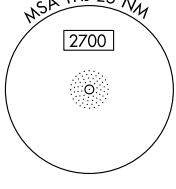
LAUREL/HESLER-NOBLE FIELD (LUL)

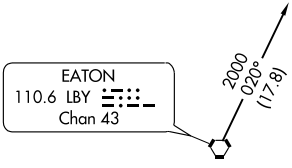
NA

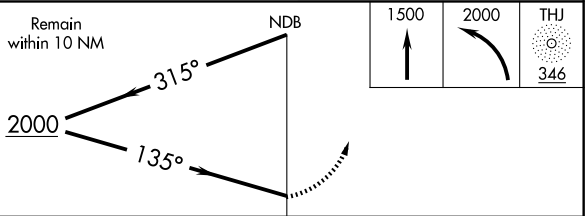
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct THJ NDB and hold.

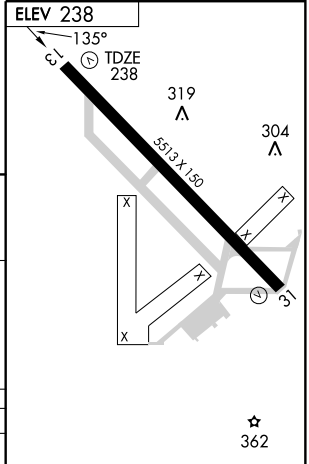
| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 900-1 | 662 (700-1) | 900-1¾ 662 (700-1¾) | 900-2 662 (700-2) |
| CIRCLING | 900-1 | 662 (700-1) | 900-1¾ 662 (700-1¾) | 900-2 662 (700-2) |

REIL Rwy 13 L
HIRL Rwy 13-31 L

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| WAAS | APP CRS | Rwy Idg | 5513 |
|---|---|---|---|
| CH 45704 | 135° | TDZE | 238 |
| W13A | | Apt Elev | 238 |

# RNAV (GPS) RWY 13

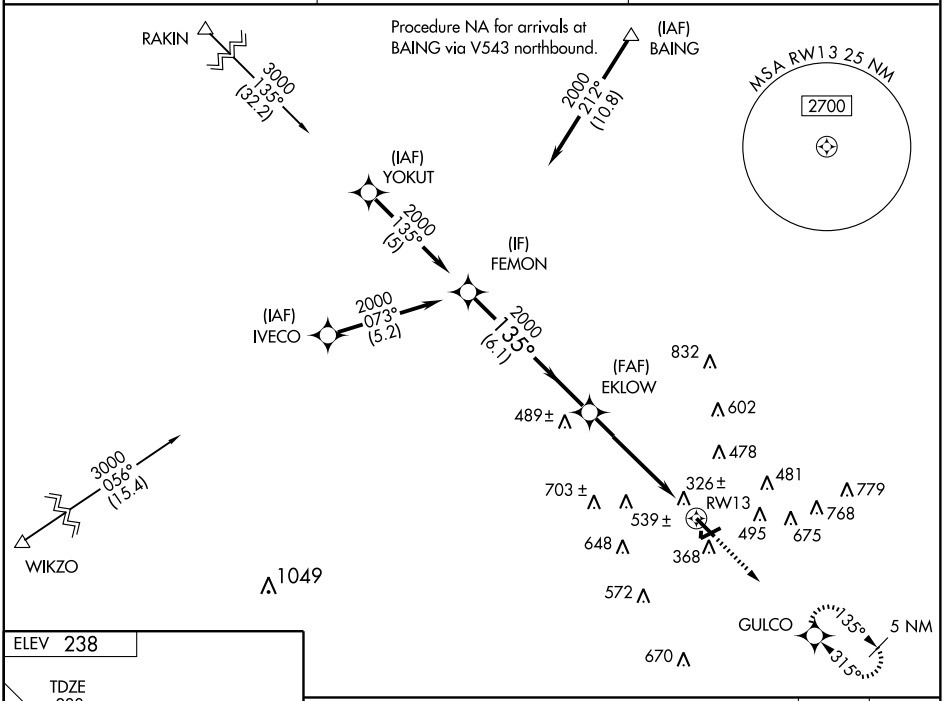
LAUREL/HESLER-NOBEL FIELD (LUL)

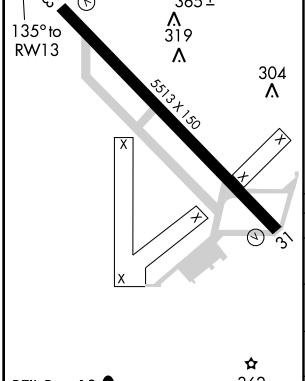
▼ ⚠ NA

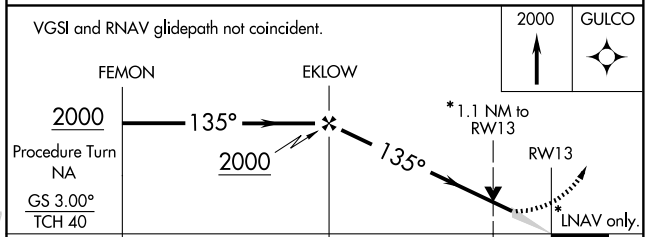
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GULCO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 581-1¼ 343 (400-1¼) | | | |
| LNAV/ VNAV DA | 623-1½ 385 (400-1½) | | | |
| LNAV MDA | 620-1 382 (400-1) | | | 620-1¼ 382 (400-1¼) |
| CIRCLING | 680-1 442 (500-1) | 700-1 462 (500-1) | 700-1½ 462 (500-1½) | 800-2 562 (600-2) |

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| WAAS | APP CRS | Rwy Idg | 5513 |
|---|---|---|---|
| CH 86404 | 315° | TDZE | 238 |
| W31A | | Apt Elev | 238 |

# RNAV (GPS) RWY 31

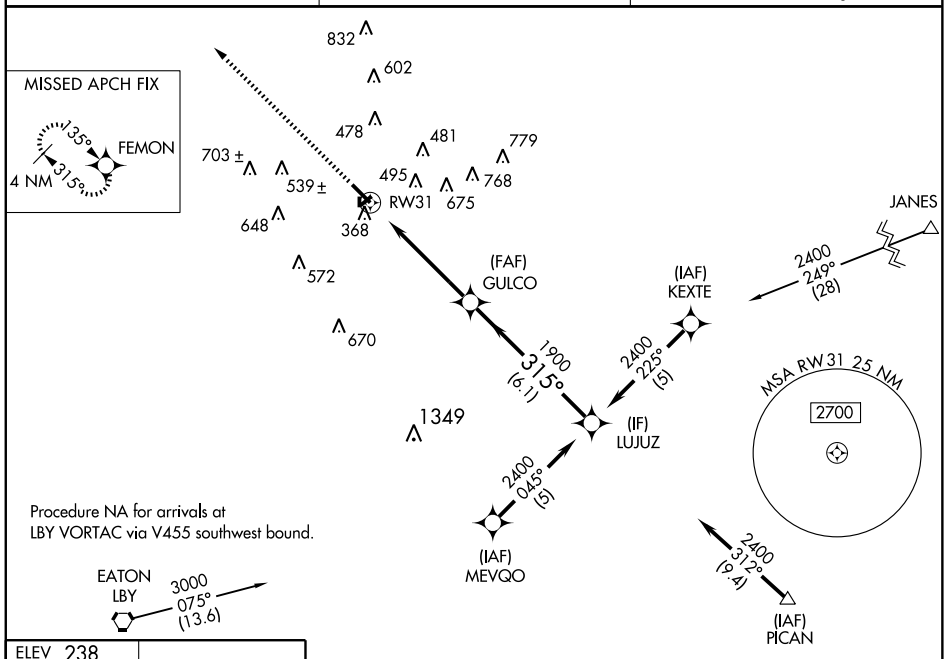
LAUREL/HESLER-NOBEL FIELD (LUL)

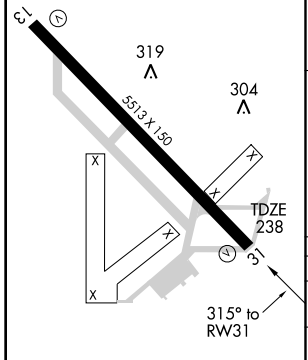
▼ ⚠ NA

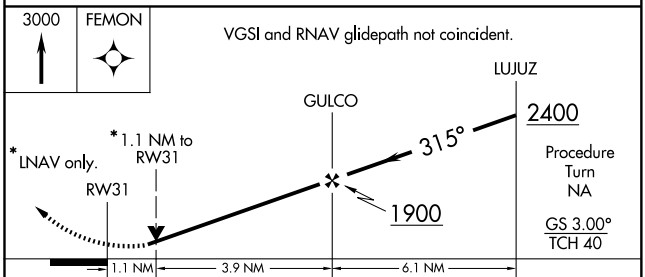
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEMON and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 581-1¼ 343 (400-1¼) | | | |
| LNAV/ VNAV DA | 638-1½ 400 (400-1½) | | | |
| LNAV MDA | 620-1 382 (400-1) | | | 620-1¼ 382 (400-1¼) |
| CIRCLING | 680-1 442 (500-1) | 700-1 462 (500-1) | 700-1½ 462 (500-1½) | 800-2 562 (600-2) |

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| VORTAC LBY 110.6 Chan 43 | APP CRS 024° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 238 |
|---|---|---|

# VOR/DME-A

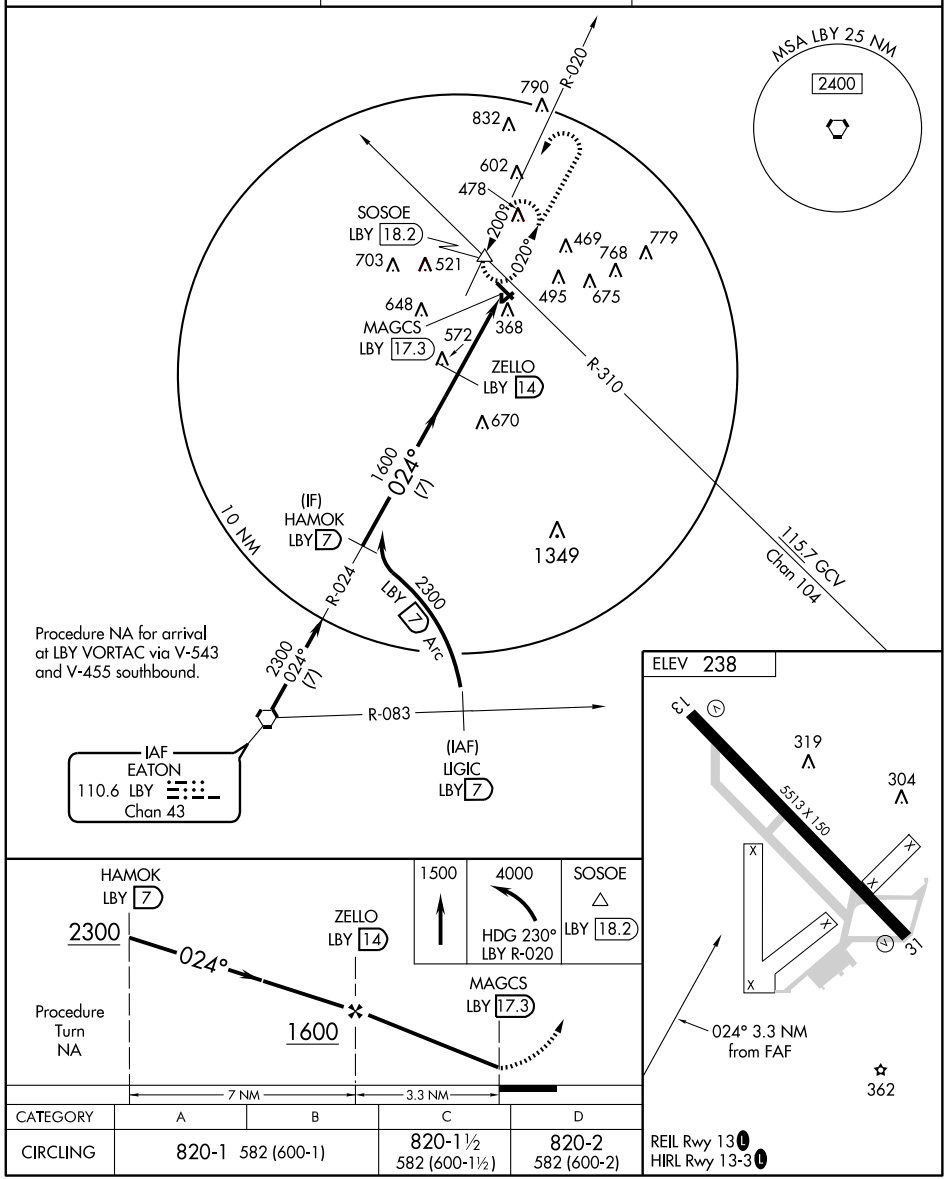
LAUREL/HESLER-NOBLE FIELD (LUL)

▼ When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 60 feet and Cat C visibility to 1¾ mile.

▲ NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via heading 230° and LBY R-020 to SOSOE Int/LBY 18.2 DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 820-1 582 (600-1) | | 820-1½ 582 (600-1½) | 820-2 582 (600-2) |

REIL Rwy 13 L
HIRL Rwy 13-31 L

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| VORTAC SQS 114.7 Chan 94 | APP CRS 145° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 340 |
|---|---|---|

# VOR/DME or GPS-A

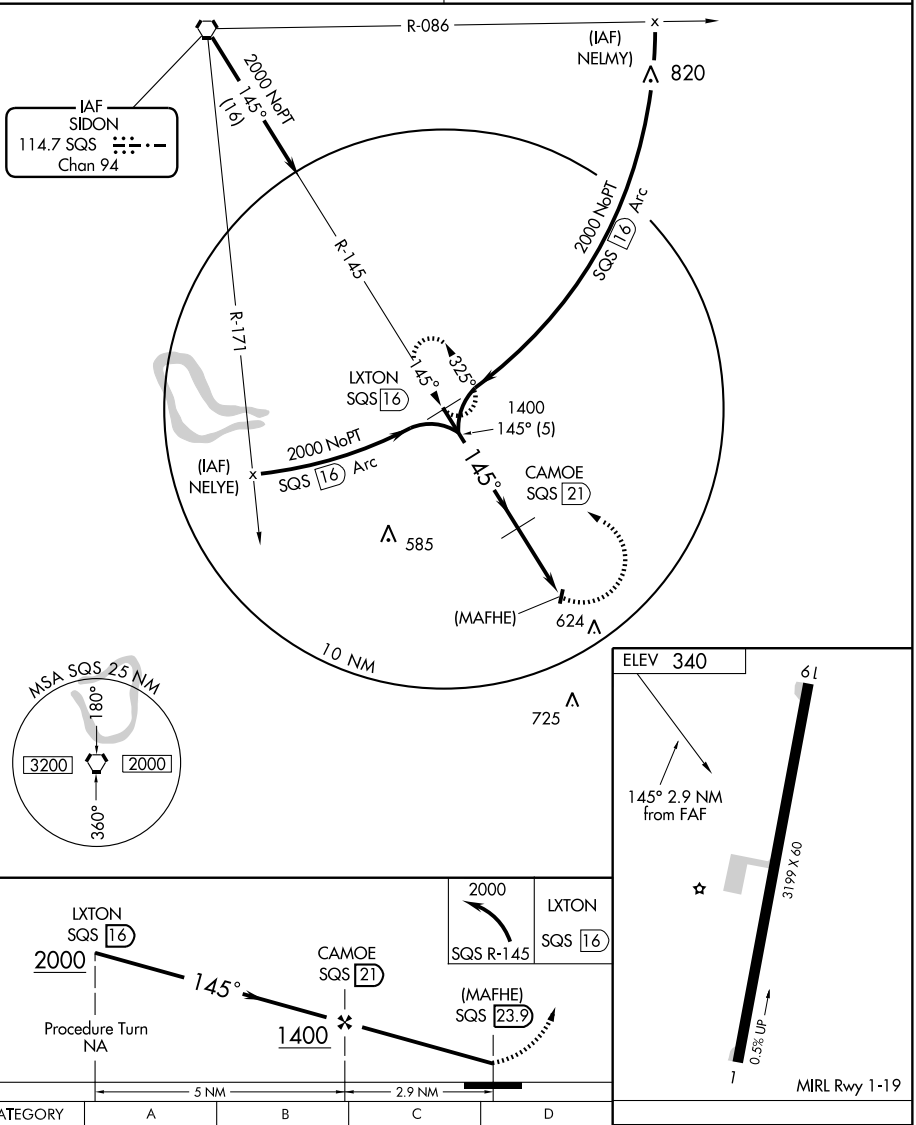
LEXINGTON/ C.A. MOORE (19M)

Use Greenwood FSS altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2000 via SQS R-145 to LXTON 16 DME and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 132.5 259.1 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 880-1<br>540 (600-1) | 880-1¼<br>540 (600-1¼) | 1020-2<br>680 (700-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

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| APP CRS | Rwy Idg | 4519 |
|---|---|---|
| 170° | TDZE | 575 |
| | Apt Elev | 575 |

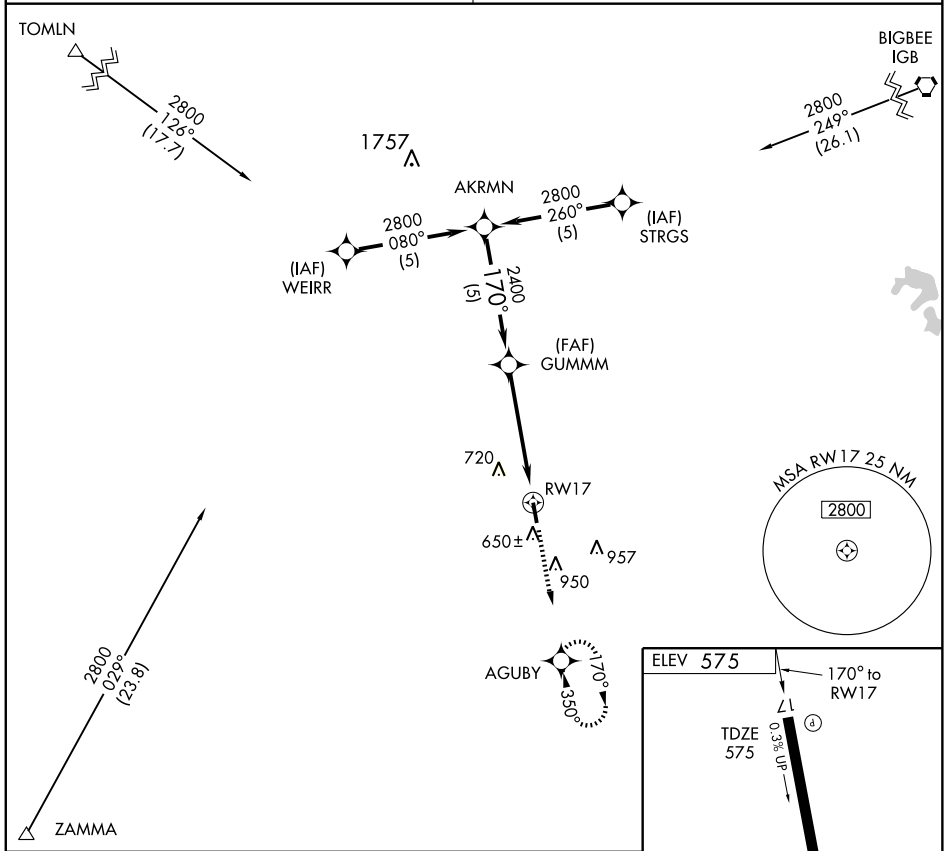
# GPS RWY 17
## LOUISVILLE-WINSTON COUNTY (LMS)

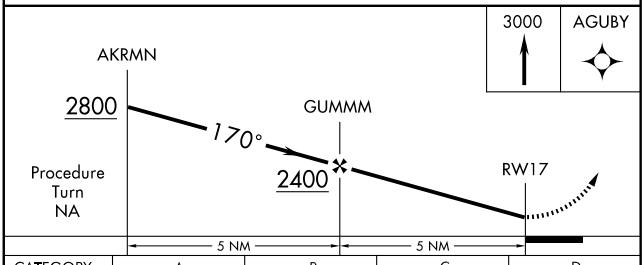
NA

Use Columbus AFB altimeter setting.

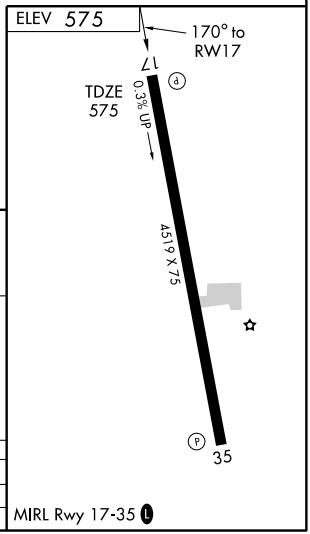
MISSED APPROACH: Climb to 3000 direct AGUBY WP and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.75 263.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1140-1 | 565 (600-1) | NA | |
| CIRCLING | 1180-1 | 605 (700-1) | NA | |




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| APP CRS | Rwy Idg | 4444 |
|---|---|---|
| 174° | TDZE | 326 |
| | Apt Elev | 326 |

# GPS RWY 17

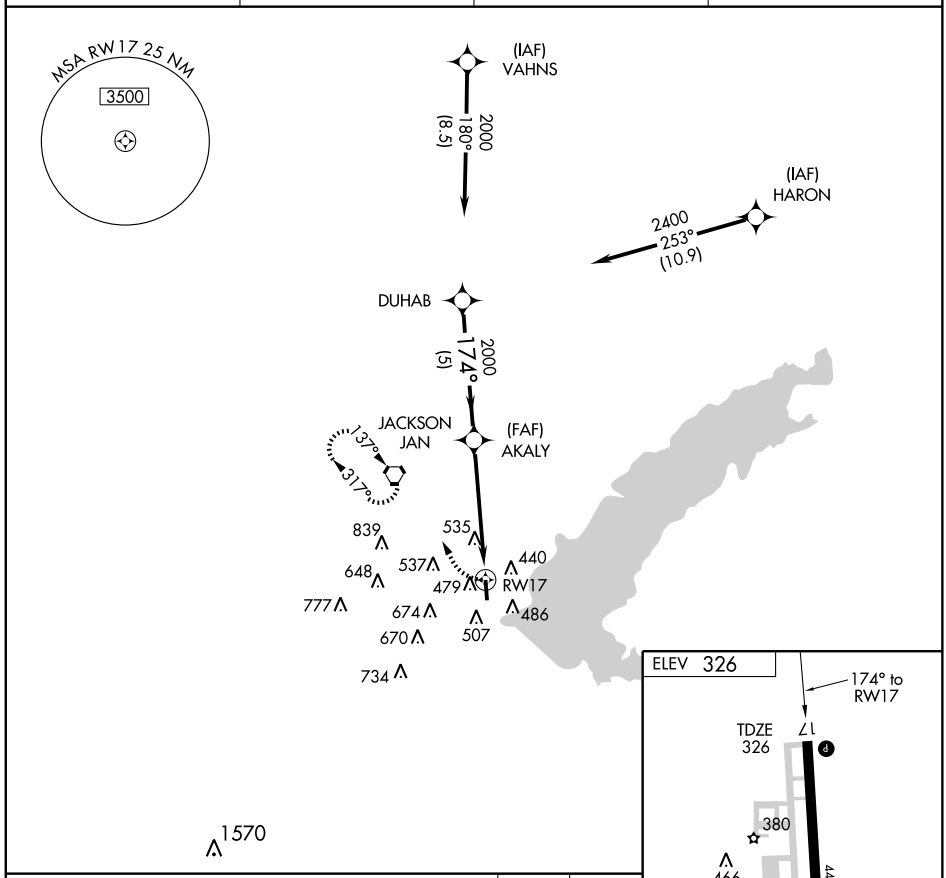
## MADISON/ BRUCE CAMPBELL FIELD (MBO)

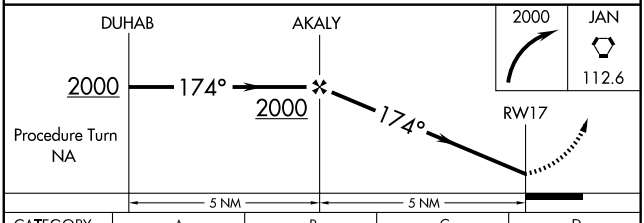
NA

Use Jackson altimeter setting.

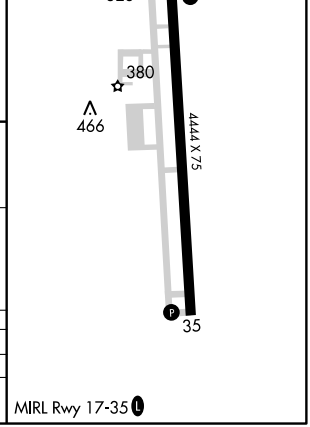
MISSED APPROACH: Climbing right turn to 2000 direct JAN VORTAC and hold.

| AWOS-3 | JACKSON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.125 | 123.9 317.7 | 125.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 860-1 534 (600-1) | | NA | |
| CIRCLING | 860-1 534 (600-1) | 920-1 594 (600-1) | NA | |




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| VORTAC JAN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.6 | 317° | TDZE | N/A |
| Chan 73 | | Apt Elev | 326 |

# VOR/DME or GPS-B

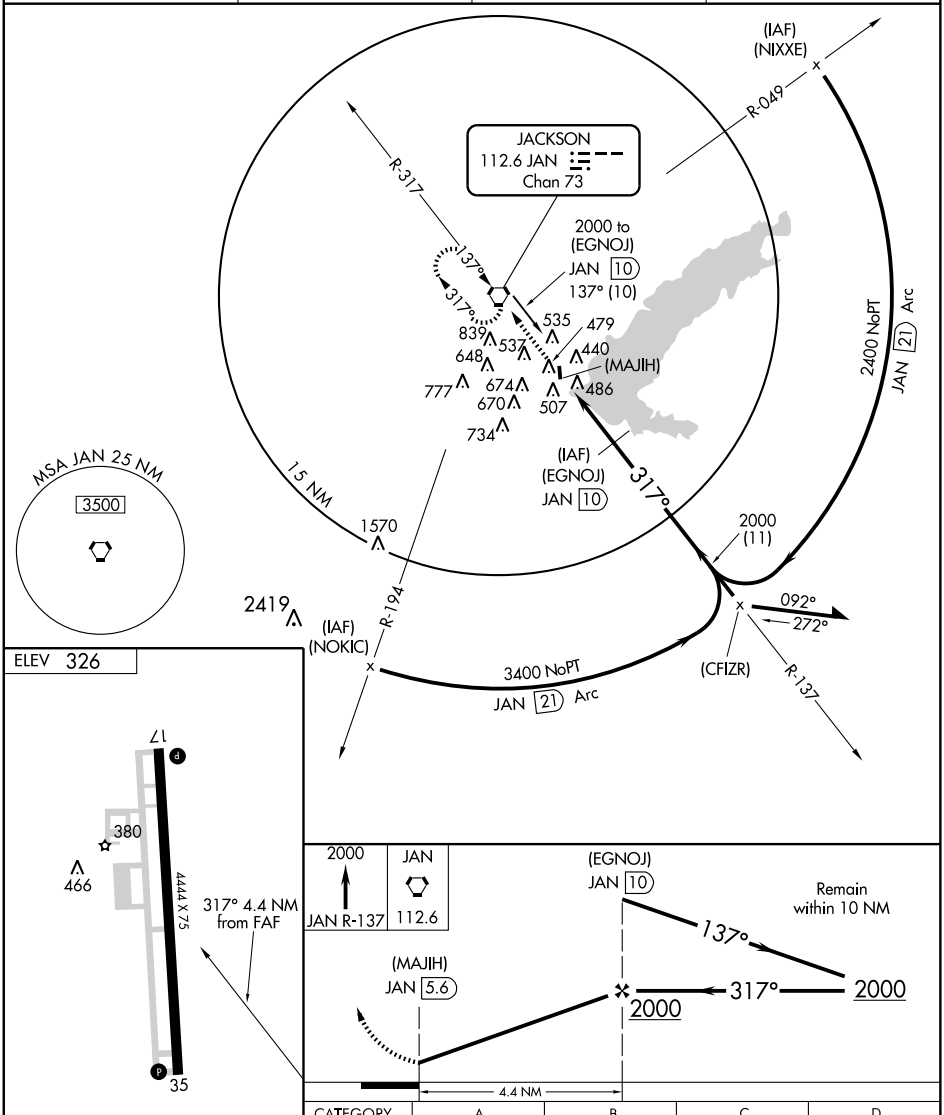
MADISON/ BRUCE CAMPBELL FIELD (MBO)

Use Jackson altimeter setting.

NA

MISSED APPROACH: Climb to 2000 via JAN R-137 to JAN VORTAC and hold.

| AWOS-3 | JACKSON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.125 | 123.9 317.7 | 125.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1<br>514 (600-1) | 860-1<br>534 (600-1) | 860-1½<br>534 (600-1½) | 1000-2¼<br>674 (700-2¼) |

MIRL Rwy 17-35 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC JAN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.6 | 137° | TDZE | N/A |
| Chan 73 | | Apt Elev | 326 |

# VOR or GPS-A

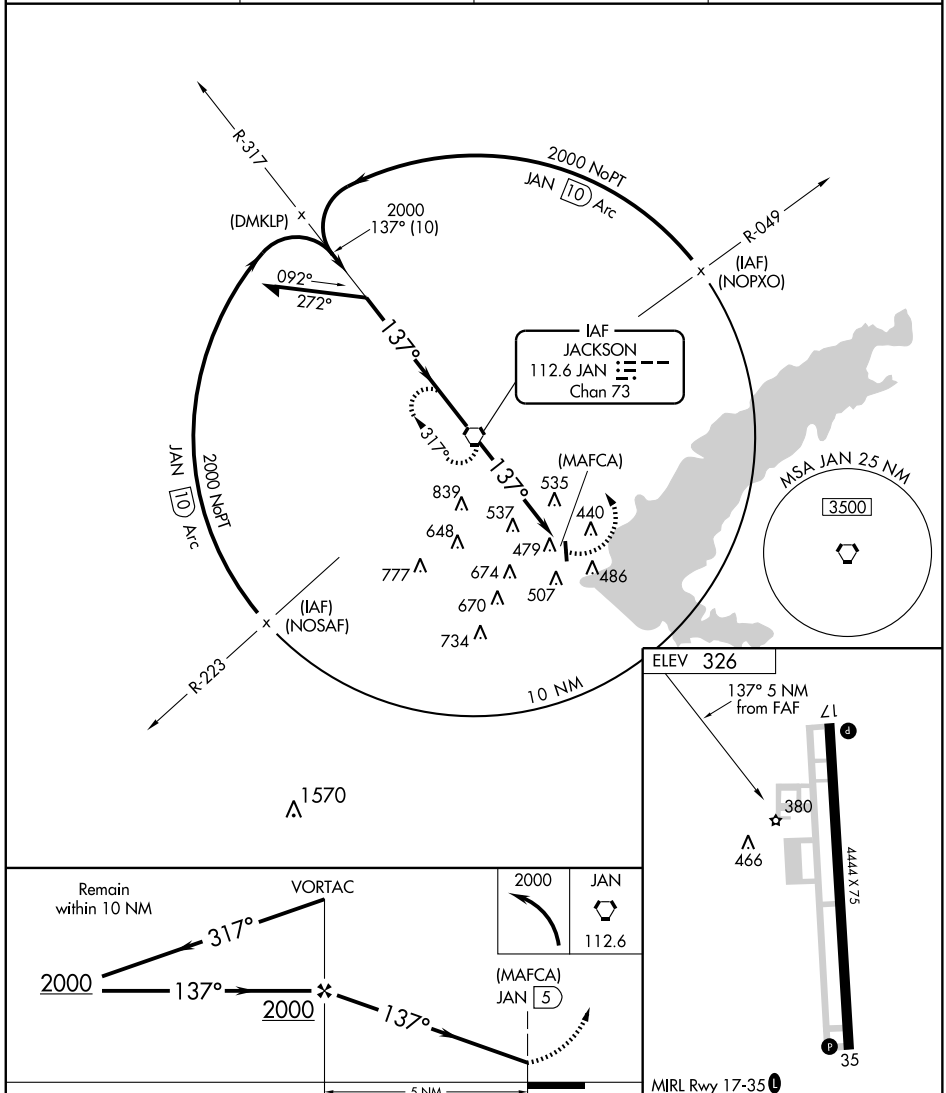
MADISON/ BRUCE CAMPBELL FIELD (MBO)

NA

Use Jackson altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct JAN VORTAC and hold.

| AWOS-3 | JACKSON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.125 | 123.9 317.7 | 125.9 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1<br>514 (600-1) | 860-1<br>534 (600-1) | 860-1½<br>534 (600-1½) | 1000-2¼<br>674 (700-2¼) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 3348 |
|---|---|---|
| 016° | TDZE | 162 |
| | Apt Elev | 162 |

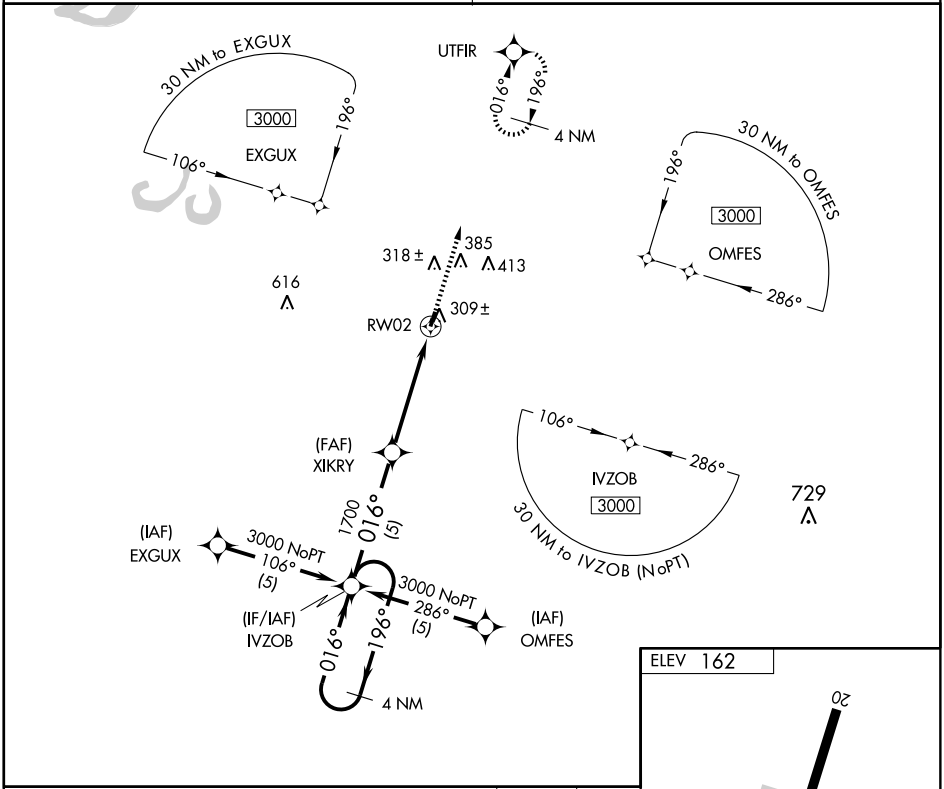
# RNAV (GPS) RWY 2

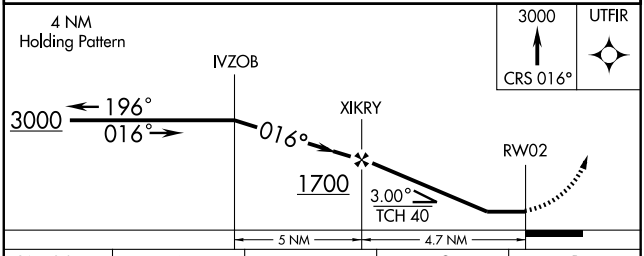
MARKS/SELFS (MMS)

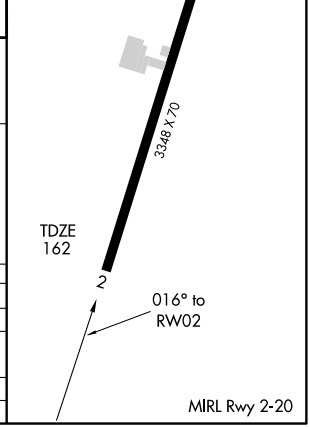
Use Clarksdale altimeter setting, when not received procedure NA.
NA DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 3000 via course 016° to UTFIR WP and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 135.3 335.8 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 600-1 438 (500-1) | | NA | |
| CIRCLING | 660-1 498 (500-1) | | NA | |

SC-4, 22 OCT 2009 to 19 NOV 2009

# RNAV (GPS) RWY 20

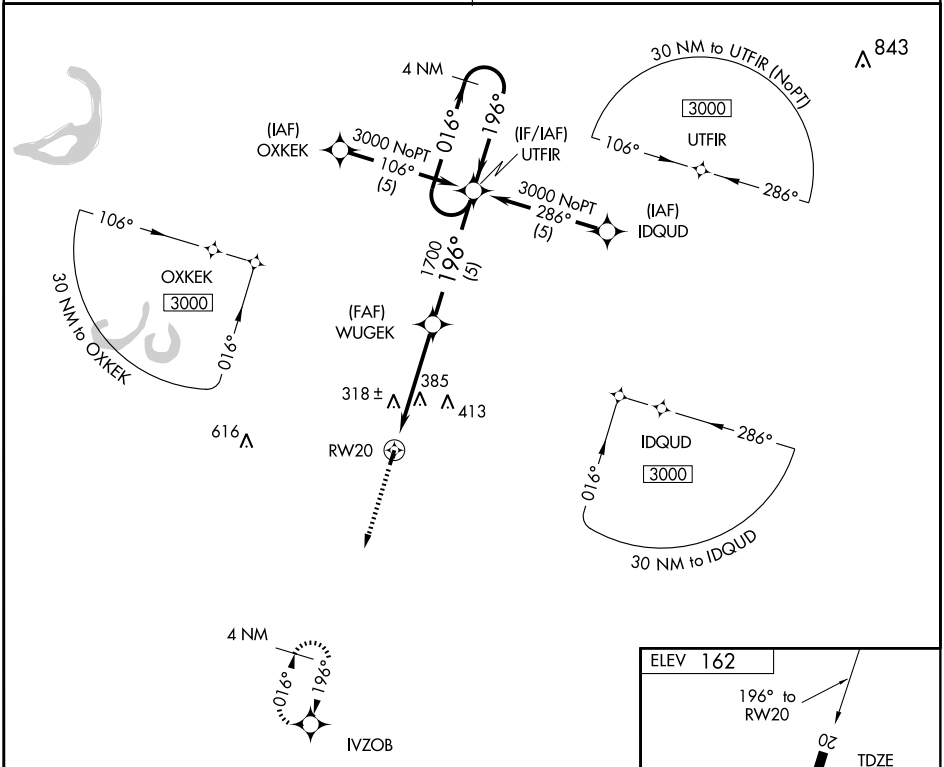
MARKS/SELFS (MMS)

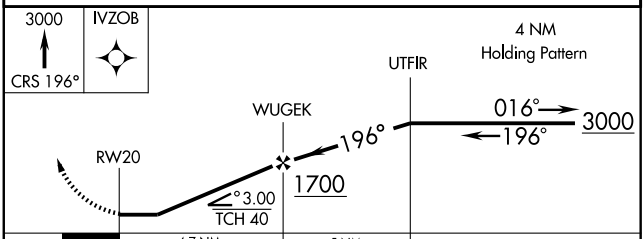
| APP CRS | Rwy Idg | 3348 |
|---|---|---|
| 196° | TDZE | 162 |
| | Apt Elev | 162 |

Use Clarksdale altimeter setting, when not received procedure NA.
NA
DME/DME RNP-0.3 not authorized.

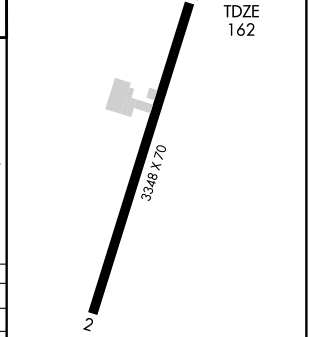
MISSED APPROACH: Climb to 3000 via course 196° to IVZOB WP and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 135.3 335.8 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 720-1 558 (600-1) | | NA | |
| CIRCLING | 720-1 558 (600-1) | | NA | |




MIRL Rwy 2-20

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-MCB | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 109.1 | 153° | TDZE | 413 |
| | | Apt Elev | 413 |

# ILS RWY 15

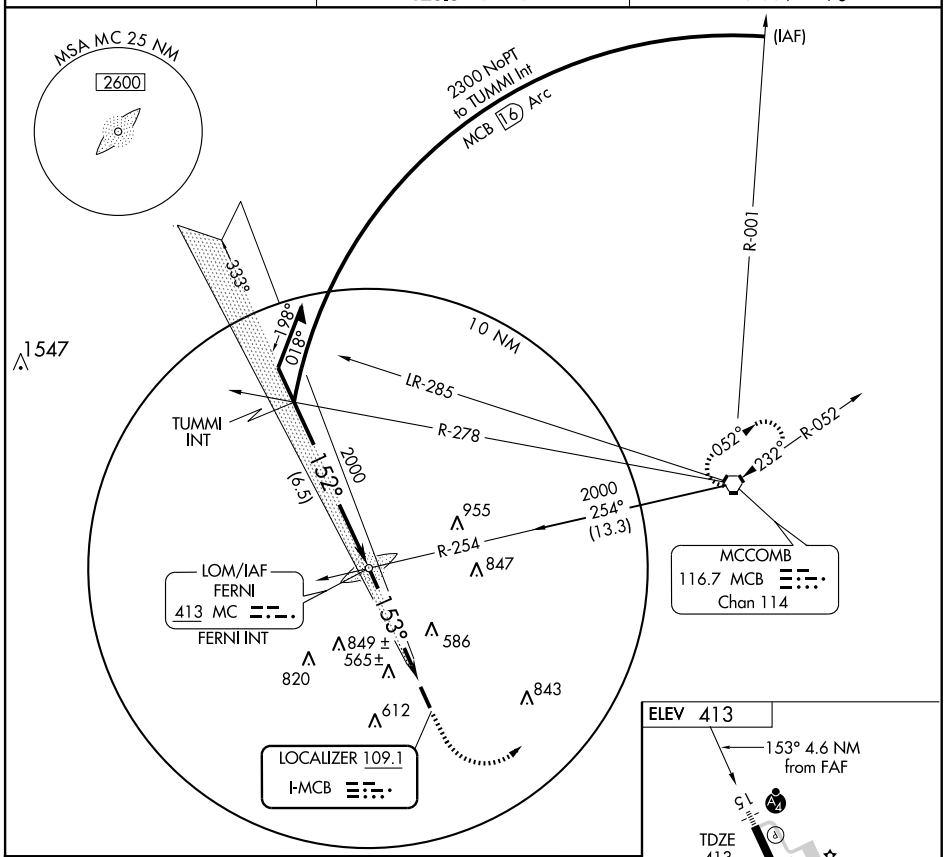
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

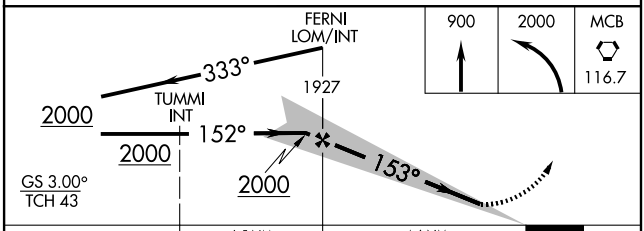
Inoperative table does not apply to S-LOC-15 Cat C.

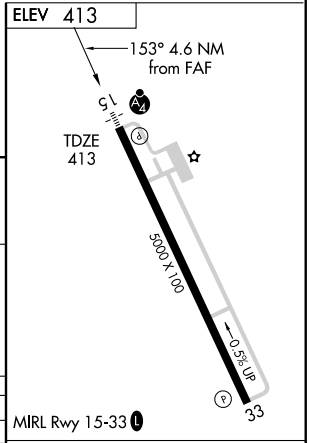
MALSF

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct MCB VORTAC and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | 613-¾ 200 (200-¾) | | | |
| S-LOC 15 | 820-¾ 407 (500-¾) | | 820-1¼ 407 (500-1¼) | |
| CIRCLING | 880-1 467 (500-1) | | 880-1½ 467 (500-1½) | 980-2 567 (600-2) |

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 153° | TDZE | 413 |
| | Apt Elev | 413 |

# RNAV (GPS) RWY 15

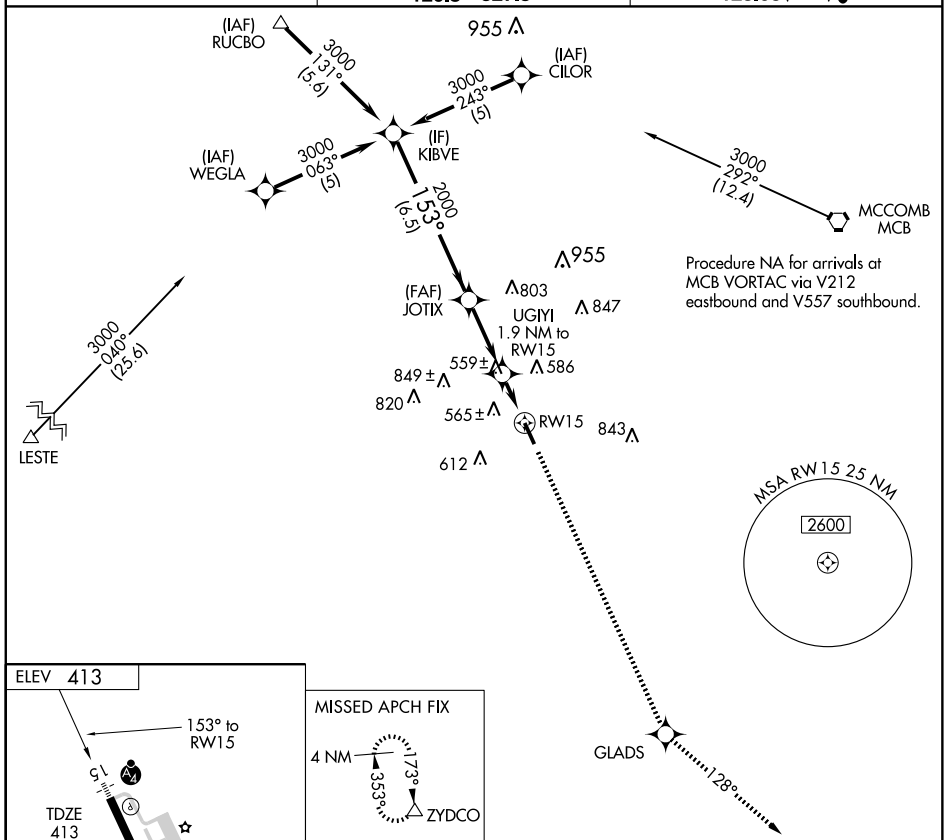
## MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

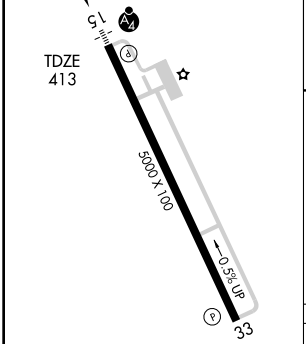
Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all MDA 140 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile, Circling Cat C and D ¼ mile.

MALSF

MISSED APPROACH: Climb to 3000 direct GLADS and via 128° track to ZYDCO and hold.

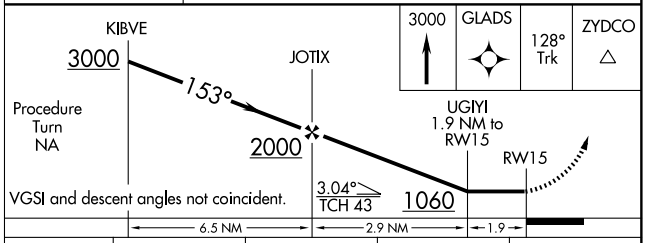
| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.8 327.8 | 123.05 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 | 407 (500-1) | 820-1¼ | 407 (500-1¼) |
| CIRCLING | 920-1 | 507 (600-1) | 920-1½ 507 (600-1½) | 980-2 567 (600-2) |

MIRL Rwy 15-33 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 77808 | 333° | TDZE | 407 |
| W33A | | Apt Elev | 413 |

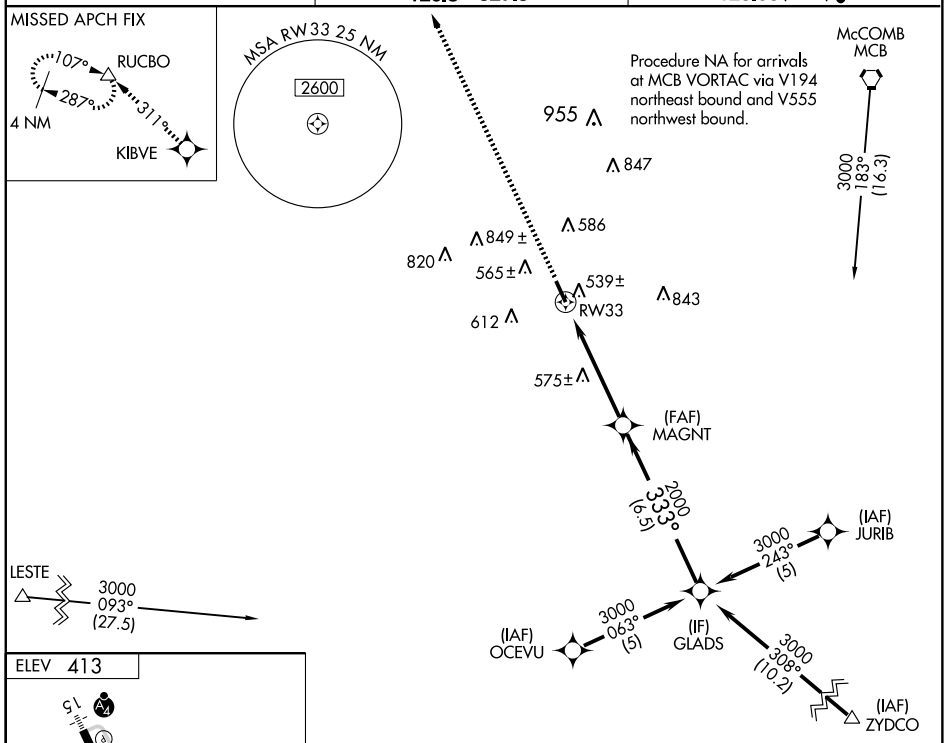
# RNAV (GPS) RWY 33

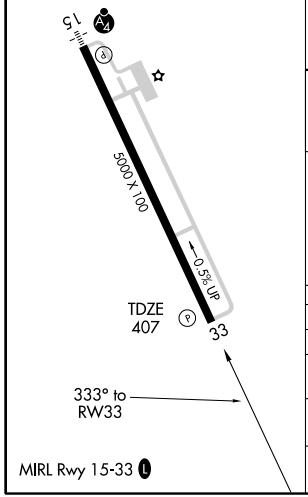
## MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

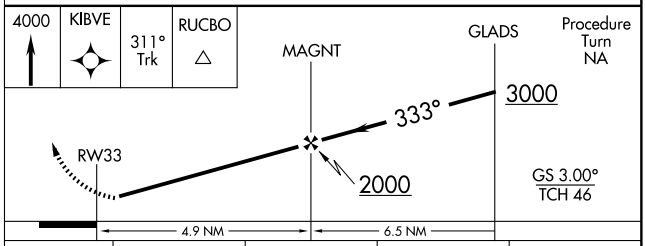
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all DA/MDA 140 feet and visibility LPV ½ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C and D ¼ mile. Baro-VNAV NA when using Natchez altimeter setting.

MISSED APPROACH: Climb to 4000 direct KIBVE and via 311° track to RUCBO and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 765-1¼ | 358 (400-1¼) | |
| LNAV/VNAV DA | | 809-1½ | 402 (400-1½) | |
| LNAV MDA | 840-1 433 (500-1) | | 840-1¼ 433 (500-1¼) | 840-1½ 433 (500-1½) |
| CIRCLING | 920-1 507 (600-1) | | 920-1½ 507 (600-1½) | 980-2 567 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC MCB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.7 | 233° | TDZE | N/A |
| Chan 114 | | Apt Elev | 413 |

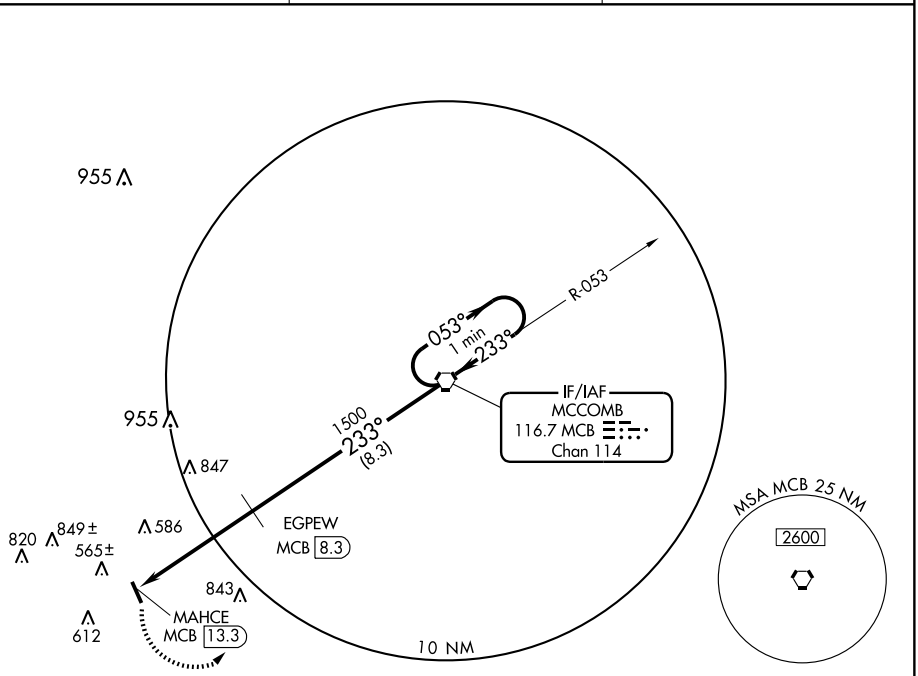
# VOR/DME-A

## MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

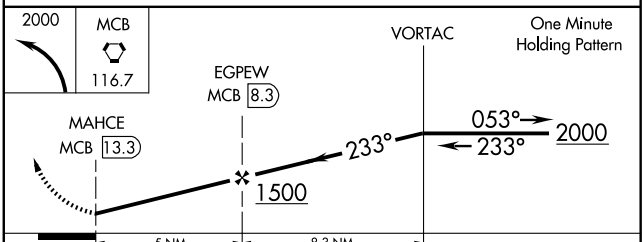
When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

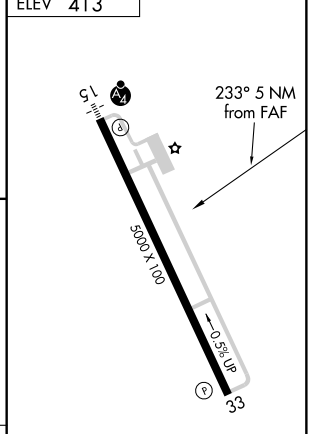
| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.8 327.8 | 123.05 (CTAF) L |




NoPT for arrival on MCB VORTAC airway radials 345 CW 145.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 920-1 | 507 (600-1) | 920-1½ 507 (600-1½) | 980-2 567 (600-2) |




SC-4, 22 OCT 2009 to 19 NOV 2009

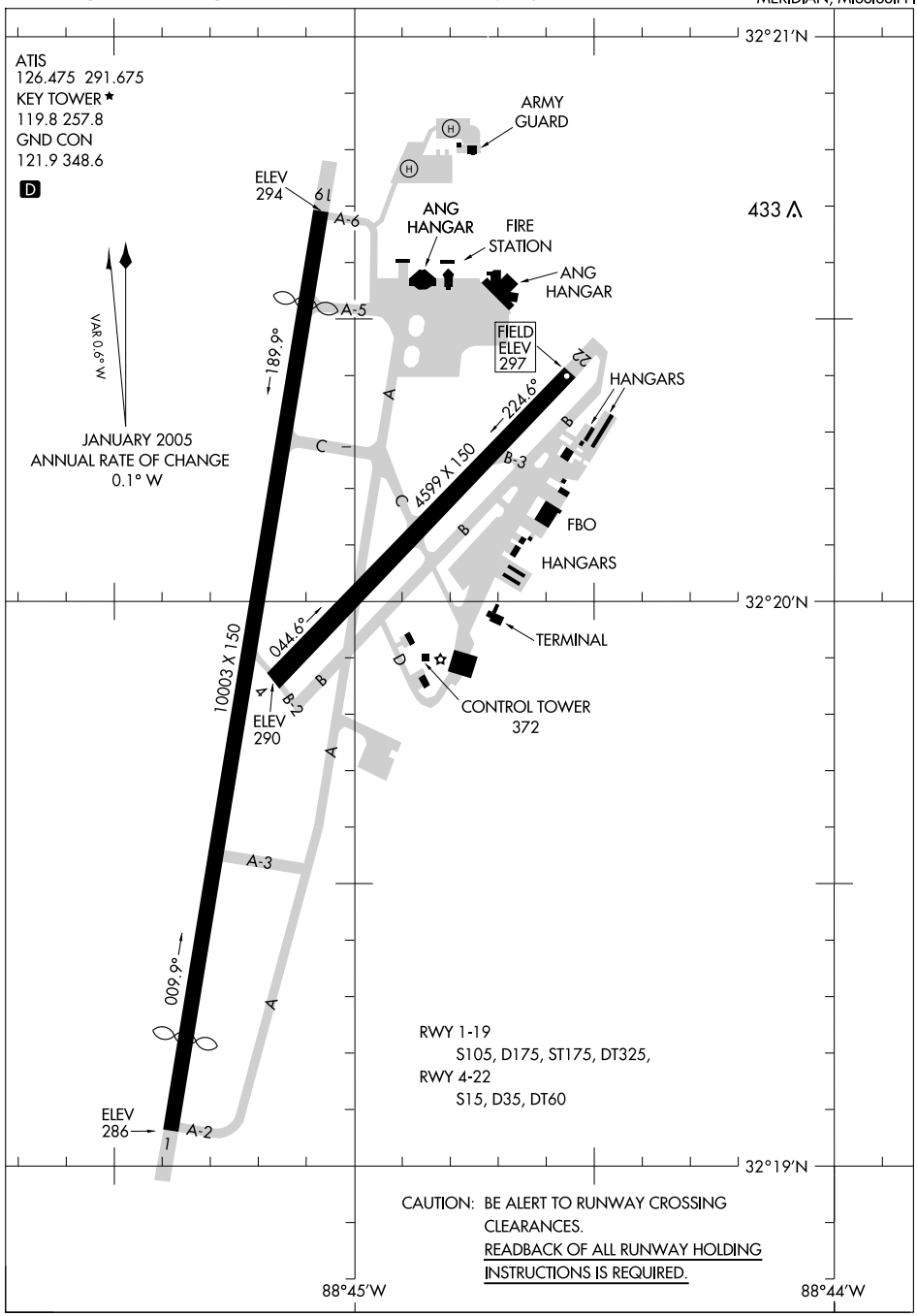
09071

# AIRPORT DIAGRAM

AL-254 (FAA)

## MERIDIAN/ KEY FIELD (MEI)

MERIDIAN, MISSISSIPPI




SC-4, 22 OCT 2009 to 19 NOV 2009

# HI-TACAN or VOR/DME-B

| VORTAC MEI 117.0 Chan 117 | APCH CRS 320° | Rwy ldg N/A TDZE N/A Arpt Elev 297 |
|---|---|---|

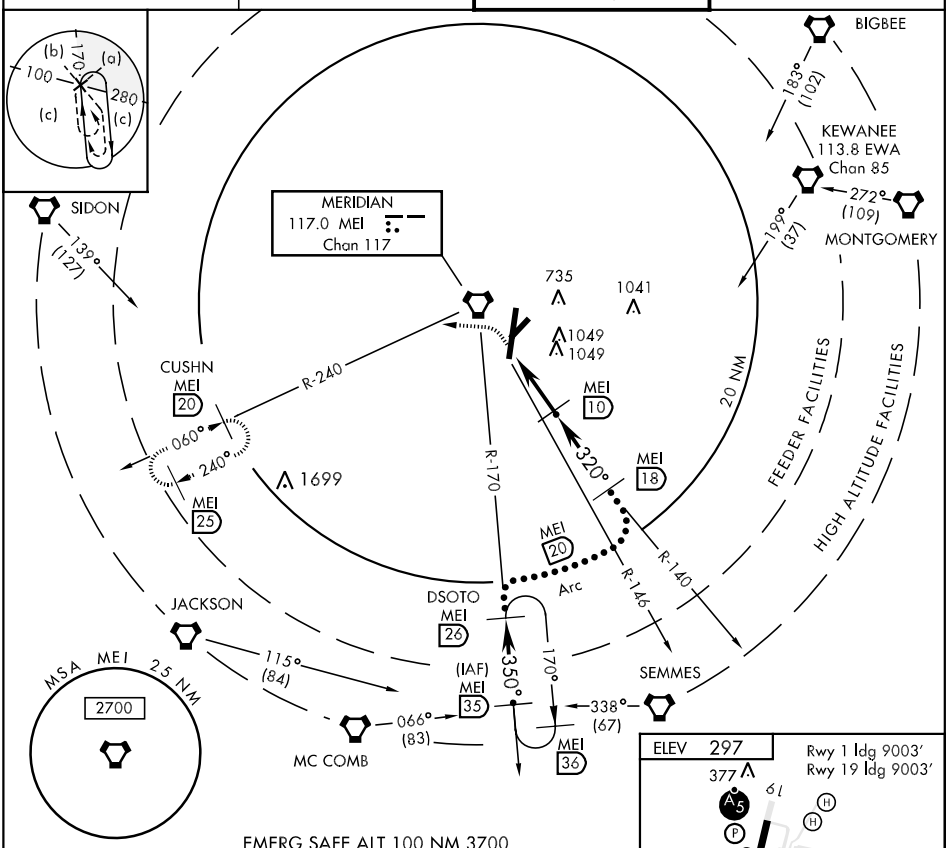
JAL-254 [USAF]

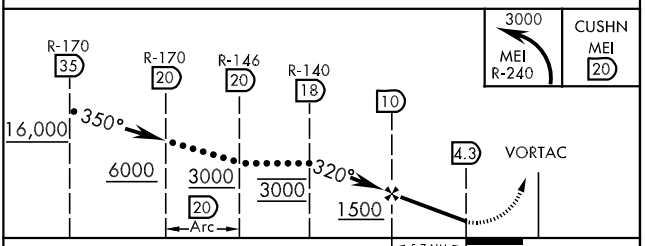
MERIDIAN/ KEY FIELD (MEI)

* Circling not authorized E of Rwy 1-19.

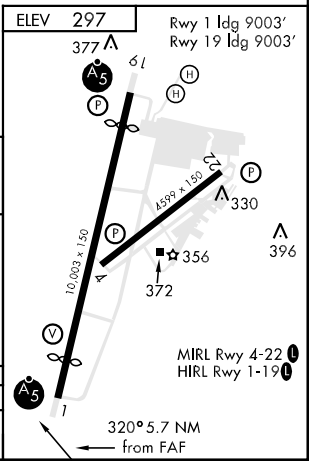
MISSED APPROACH: Climbing left turn to 3000 via MEI R-240 to CUSHN 20 DME and hold.

| ATIS | MERIDIAN APP CON | KEY TOWER ★ | GND CON |
|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 |




| CATEGORY | C | D | E |
|---|---|---|---|
| CIRCLING * | 1000-2<br>703 (800-2) | 1000-2¼<br>703 (800-2¼) | 1160-3<br>863 (900-3) |






SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-MEI | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 110.1 | 008° | TDZE | 289 |
| | | Apt Elev | 297 |

# ILS or LOC RWY 1

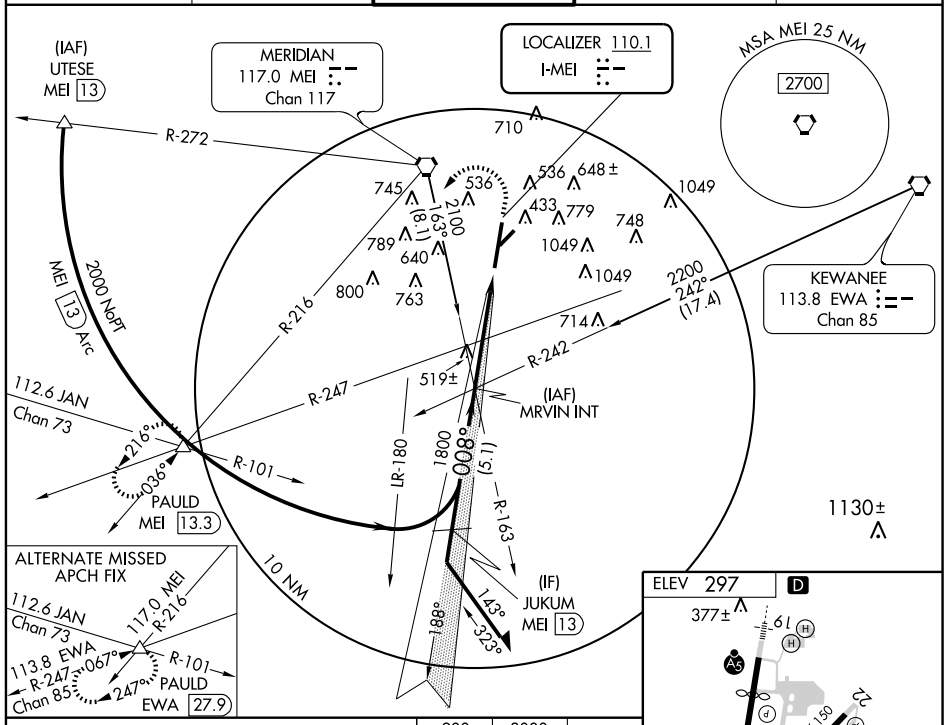
MERIDIAN/KEY FIELD (MEI)

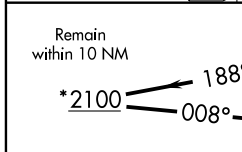
▼ When local altimeter setting not received use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA/MDA 140 feet, S-ILS 1 all Cats visibility to RVR 4000, S-LOC 1 Cat C visibility to RVR 6000, Cat D and E visibility ½ mile, and circling Cats C and D visibility ½ mile. For inoperative MALSR, increase S-ILS 1 Cat E visibility to RVR 4000 and S-LOC 1 Cat E visibility to 1¾. For inoperative MALSR, when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000, and S-LOC 1 Cat E visibility to 2¼. Circling NA southeast of Rwys 1 and 4.
▲ **RVR 1800 authorized with the use of FD or AP or HUD to DA.

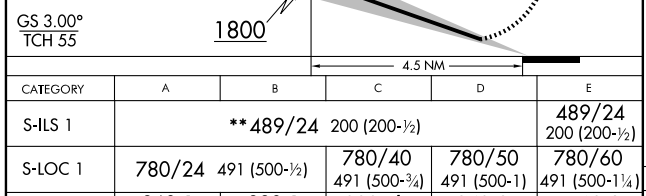
MALSR

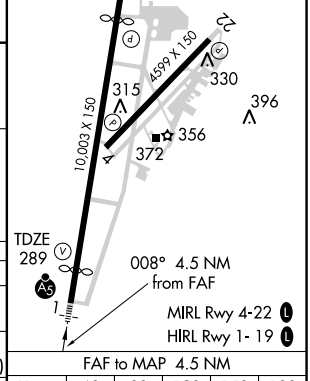
MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via MEI R-216 to PAULD Int and hold.

| ATIS | MERIDIAN APP CON ★ | KEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 1 | **489/24 200 (200-½) | | | | 489/24 200 (200-½) |
| S-LOC 1 | 780/24 491 (500-½) | | 780/40 491 (500-¾) | 780/50 491 (500-1) | 780/60 491 (500-1¼) |
| CIRCLING | 860-1 563 (600-1) | 880-1 583 (600-1) | 880-1½ 583 (600-1½) | 940-2 643 (700-2) | 1160-3 863 (900-3) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC/DME I-IKQ | APP CRS | Rwy Idg 9003 |
|---|---|---|
| 111.35 | 188° | TDZE 293 |
| Chan 50 (Y) | | Apt Elev 297 |

# ILS or LOC RWY 19

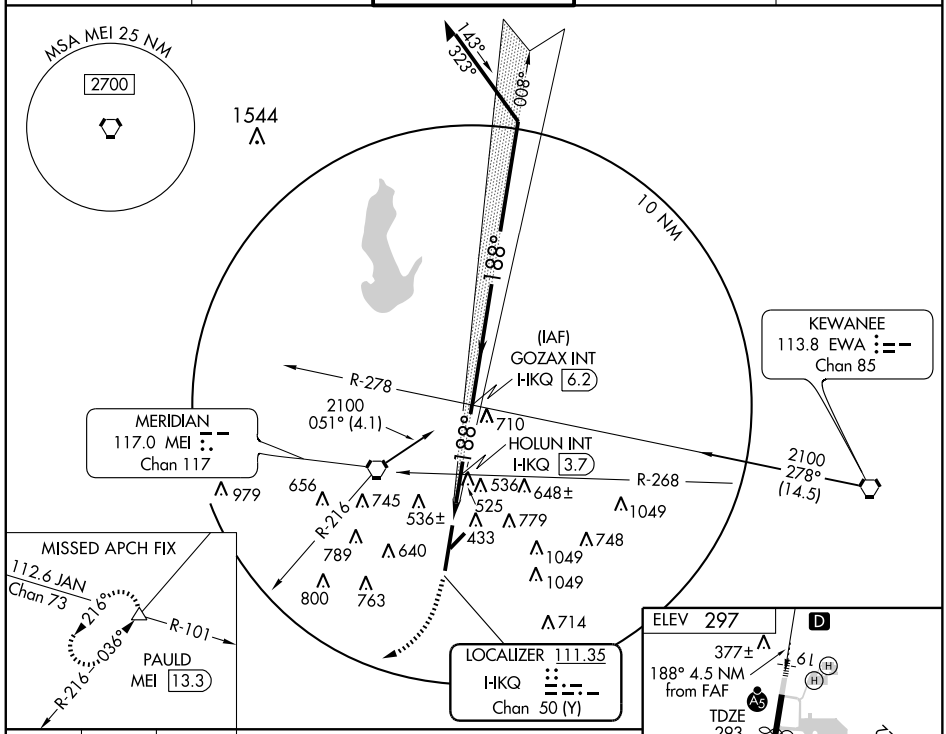
MERIDIAN/KEY FIELD (MEI)

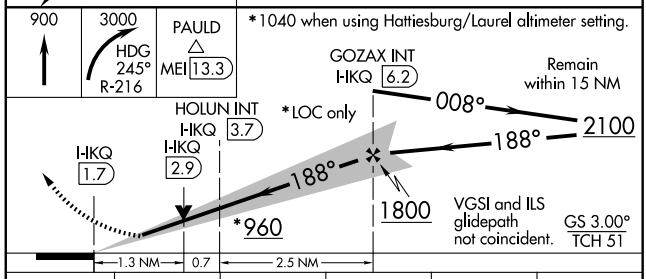
DME required. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting. Circling NA SE of runways 1 and 4.

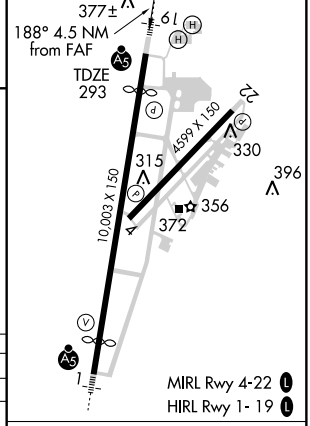
ASR

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 245° and MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

| ATIS | MERIDIAN APP CON* | KEY TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 19 | 599-1 306 (400-1) | | | | |
| S-LOC 19 | 760-1 467 (500-1) | | 760-1¼ 467 (500-1¼) | 760-1½ 467 (500-1½) | 760-1¾ 467 (500-1¾) |
| CIRCLING | 860-1 563 (600-1) | 880-1 583 (600-1) | 880-1½ 583 (600-1½) | 940-2 643 (700-2) | 1120-3 823 (900-3) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 86500 W01A | APP CRS 008° | Rwy Idg 9003<br>TDZE 289<br>Apt Elev 297 |
|---|---|---|

# RNAV (GPS) RWY 1

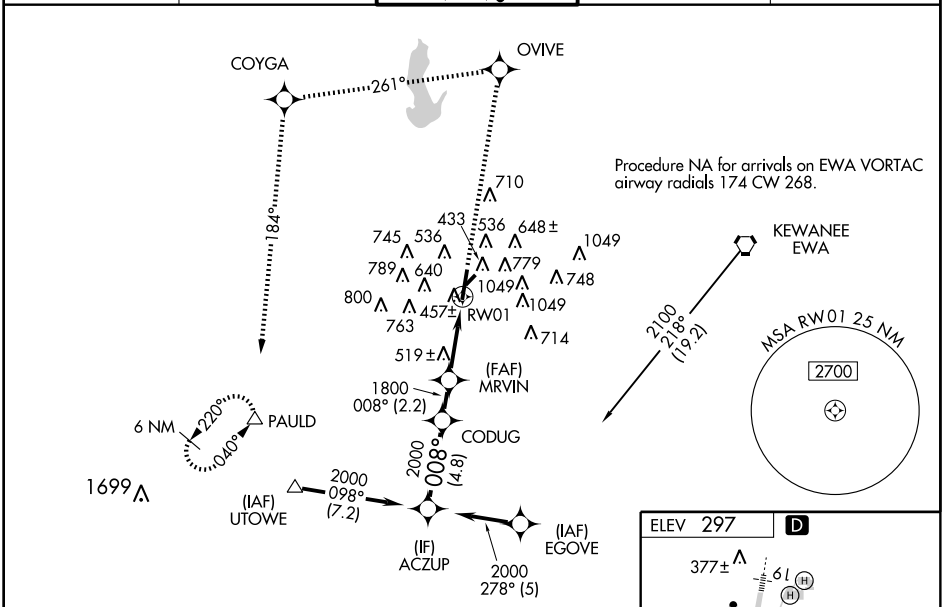
MERIDIAN/KEY FIELD (MEI)

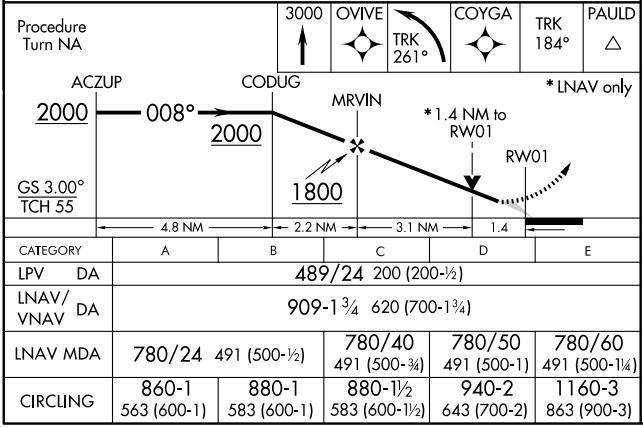
When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA/MDA 140 feet, LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C, D and E visibility ½ mile, and circling Cats C and D visibility ½ mile. For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 2¼, and LNAV Cat E visibility to 1¾. For inoperative MALSR when using Hattiesburg/Laurel Rgnl altimeter setting increase LPV all Cats visibility to RVR 6000, LNAV/VNAV all Cats visibility to 2¾, and LNAV Cat E visibility to 2¼. VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Hattiesburg/Laurel Rgnl altimeter setting. Circling NA southeast of Rwys 1 and 4. DME/DME RNP-0.3 NA.

MALSR

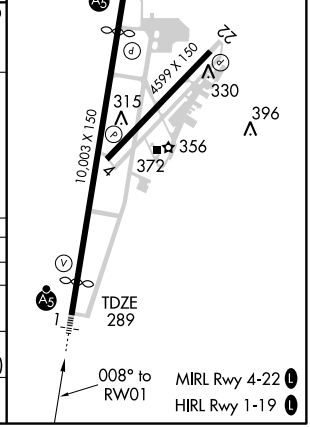
MISSED APPROACH: Climb to 3000 direct OVIVE then left turn via 261° track to COYGA and 184° track to PAULD and hold.

| ATIS | MERIDIAN APP CON ★ | KEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 489/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 909-1 ¾ 620 (700-1¾) | | | | |
| LNAV MDA | 780/24 491 (500-½) | | 780/40 491 (500-¾) | 780/50 491 (500-1) | 780/60 491 (500-1¼) |
| CIRCLING | 860-1 563 (600-1) | 880-1 583 (600-1) | 880-1½ 583 (600-1½) | 940-2 643 (700-2) | 1160-3 863 (900-3) |




SC-4, 22 OCT 2009 to 19 NOV 2009

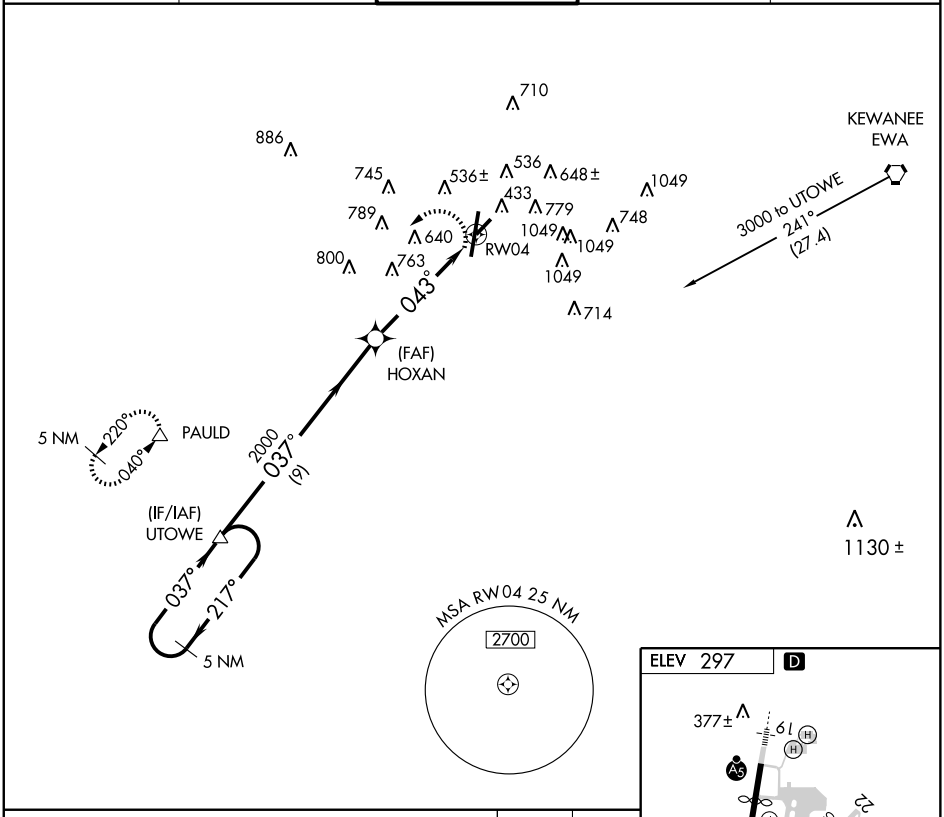
| APP CRS | Rwy Idg | 4599 |
|---|---|---|
| 043° | TDZE | 295 |
| | Apt Elev | 297 |

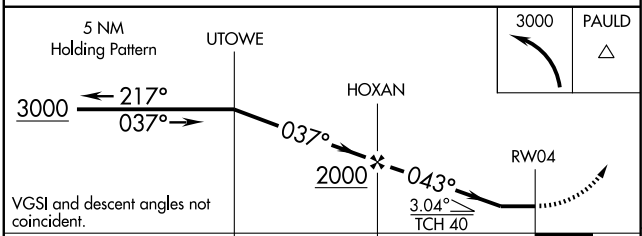
# RNAV (GPS) RWY 4
## MERIDIAN/KEY FIELD (MEI)

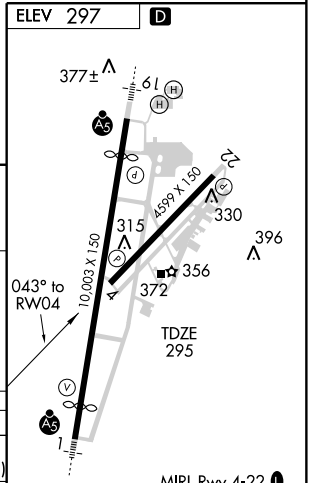
DME/DME RNP-0.3 NA. Circling NA southeast of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling Rwy 4 and circling Rwy 22 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct PAULD and hold.

| ATIS | MERIDIAN APP CON ★ | KEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 920-1 | 625 (700-1) | 920-1¾ 625 (700-1¾) | 920-2 625 (700-2) | 920-2¼ 625 (700-2¼) |
| CIRCLING | 920-1 | 623 (700-1) | 920-1¾ 623 (700-1¾) | 940-2 643 (700-2) | 1120-3 823 (900-3) |

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| WAAS | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| CH 61003 | 188° | TDZE | 293 |
| W19A | | Apt Elev | 297 |

# RNAV (GPS) RWY 19

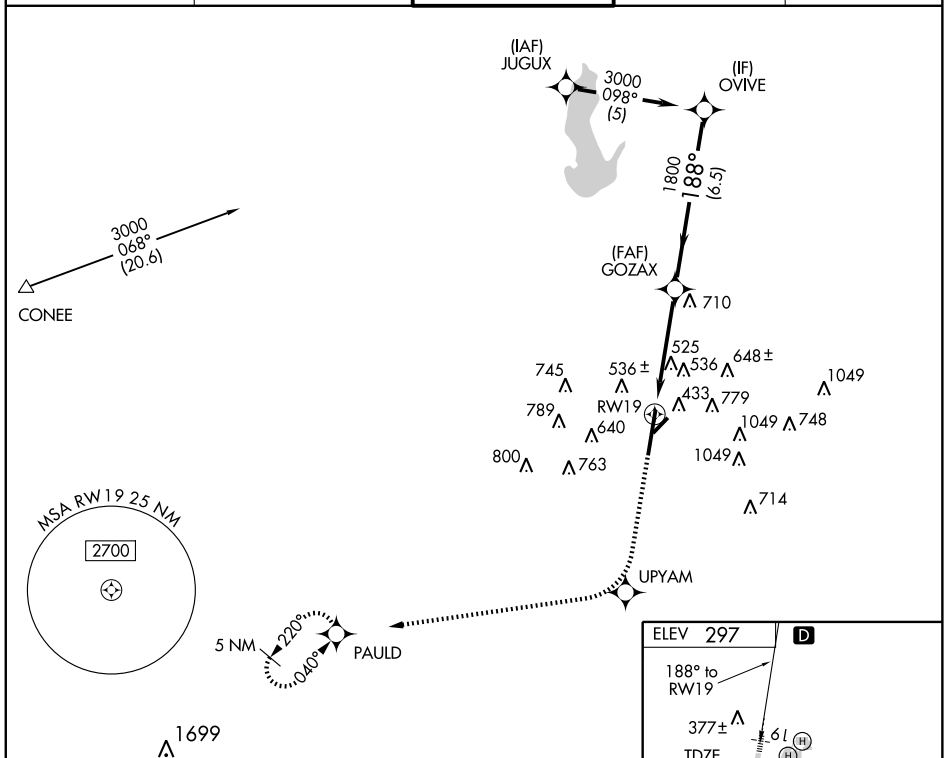
MERIDIAN/KEY FIELD (MEI)

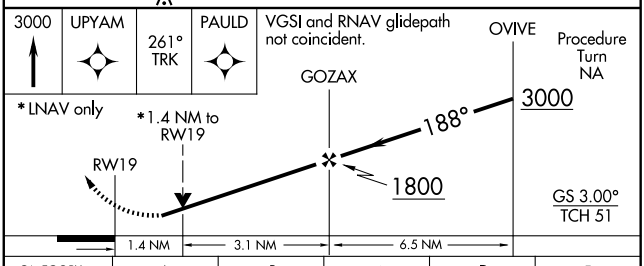
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA SE of runways 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.

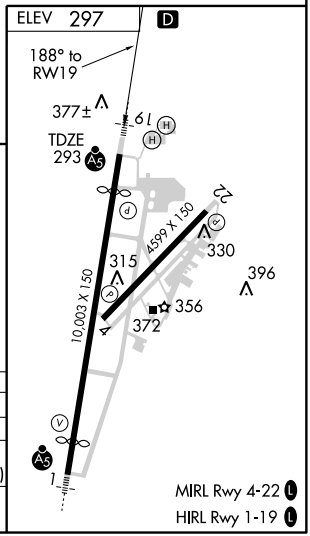
ASR

MISSED APPROACH: Climb to 3000 direct UPYAM and via 261° track to PAULD and hold.

| ATIS | MERIDIAN APP CON★ | KEY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 635-1¼ 342 (400-1¼) | | | | |
| LNAV MDA | 780- 1 487 (500-1) | | 780-1¼ 487 (500-1¼) | 780-1½ 487 (500-1½) | 780-1¾ 487 (500-1¾) |
| CIRCLING | 860-1¼ 563 (600-1¼) | 880-1¼ 583 (600-1¼) | 880-1½ 583 (600-1½) | 940-2 643 (700-2) | 1120-3 823 (900-3) |

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| APP CRS | Rwy Idg | 4599 |
|---|---|---|
| 223° | TDZE | 297 |
| | Apt Elev | 297 |

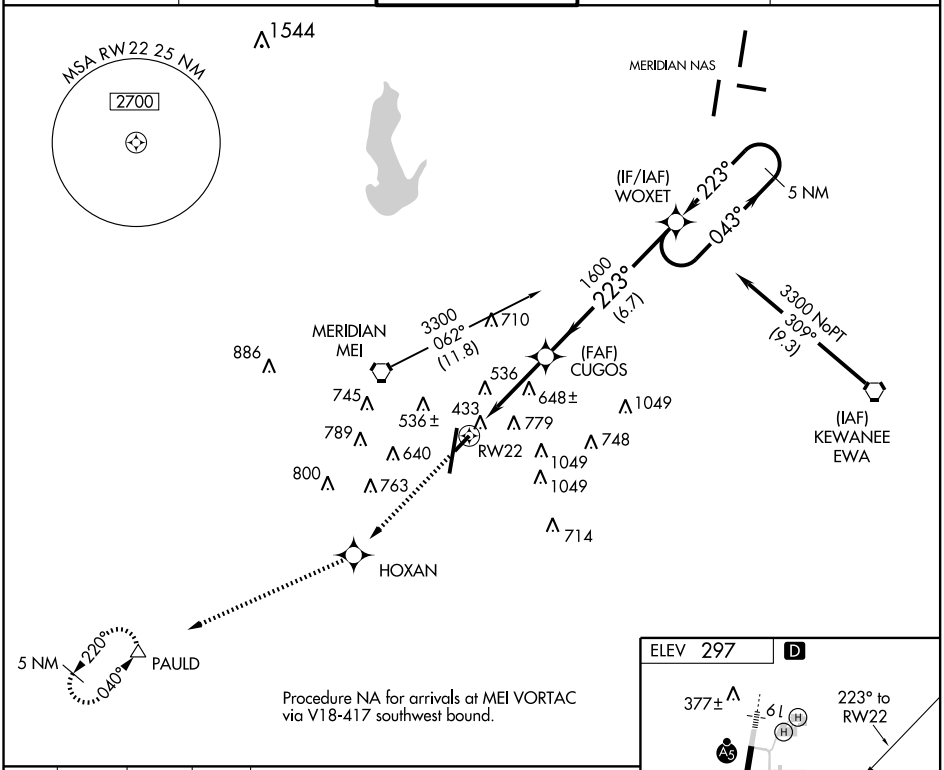
# RNAV (GPS) RWY 22

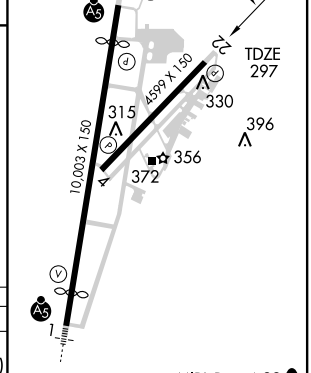
MERIDIAN/KEY FIELD (MEI)

DME/DME RNP-0.3 NA. Circling NA southeast of runways 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling runway 22 NA at night.

MISSED APPROACH: Climb to 3000 direct HOXAN and via 245 track to PAULD and hold.

| ATIS | MERIDIAN APP CON ★ | KEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |

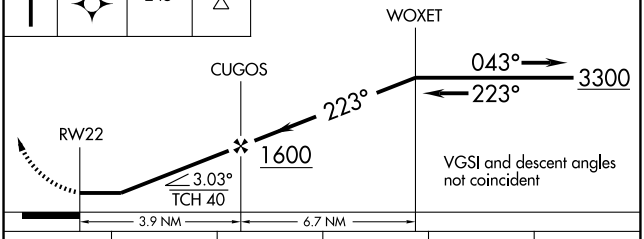



MIRL Rwy 4-22 L

HIRL Rwy 1-19 L

| 3000 | HOXAN | TRK 245° | PAULD |
|---|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 940-1 | 643 (700-1) | 940-1¾ 643 (700-1¾) | 940-2 643 (700-2) | 940-2¼ 643 (700-2¼) |
| CIRCLING | 940-1 | 643 (700-1) | 940-1¾ 643 (700-1¾) | 940-2 643 (700-2) | 1120-3 823 (900-3) |

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| VORTAC MEI 117.0 Chan 117 | APP CRS 130° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 297 |
|---|---|---|

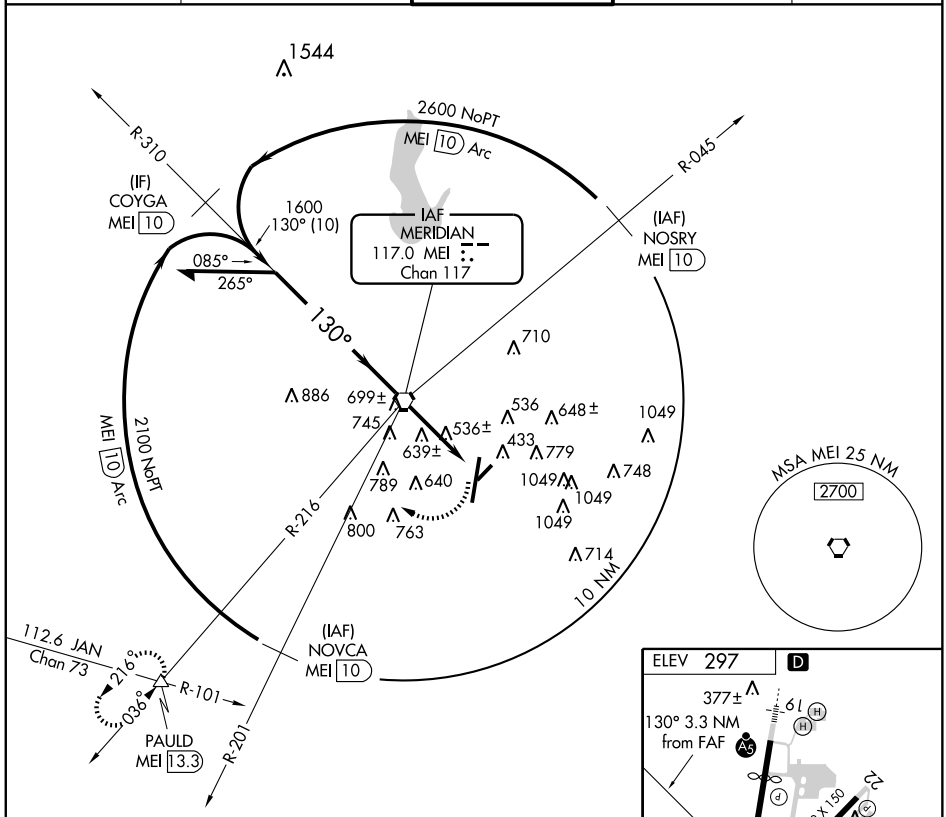
# VOR-A

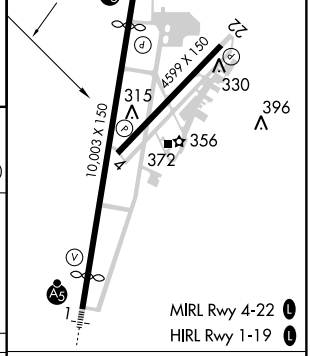
MERIDIAN/KEY FIELD (MEI)

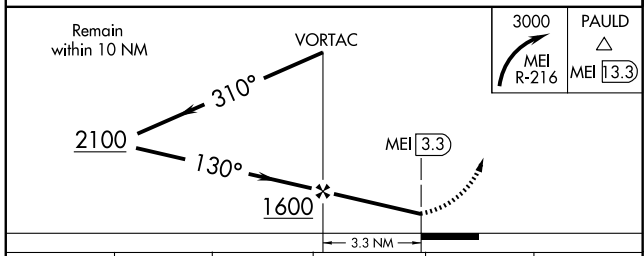
Circling not authorized southeast of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. Procedure turn NA for Cat E. DME Required

MISSED APPROACH: Climbing right turn to 3000 via MEI R-216 to PAULD/MEI 13.3 DME and hold.

| ATIS | MERIDIAN APP CON ★ | KEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |



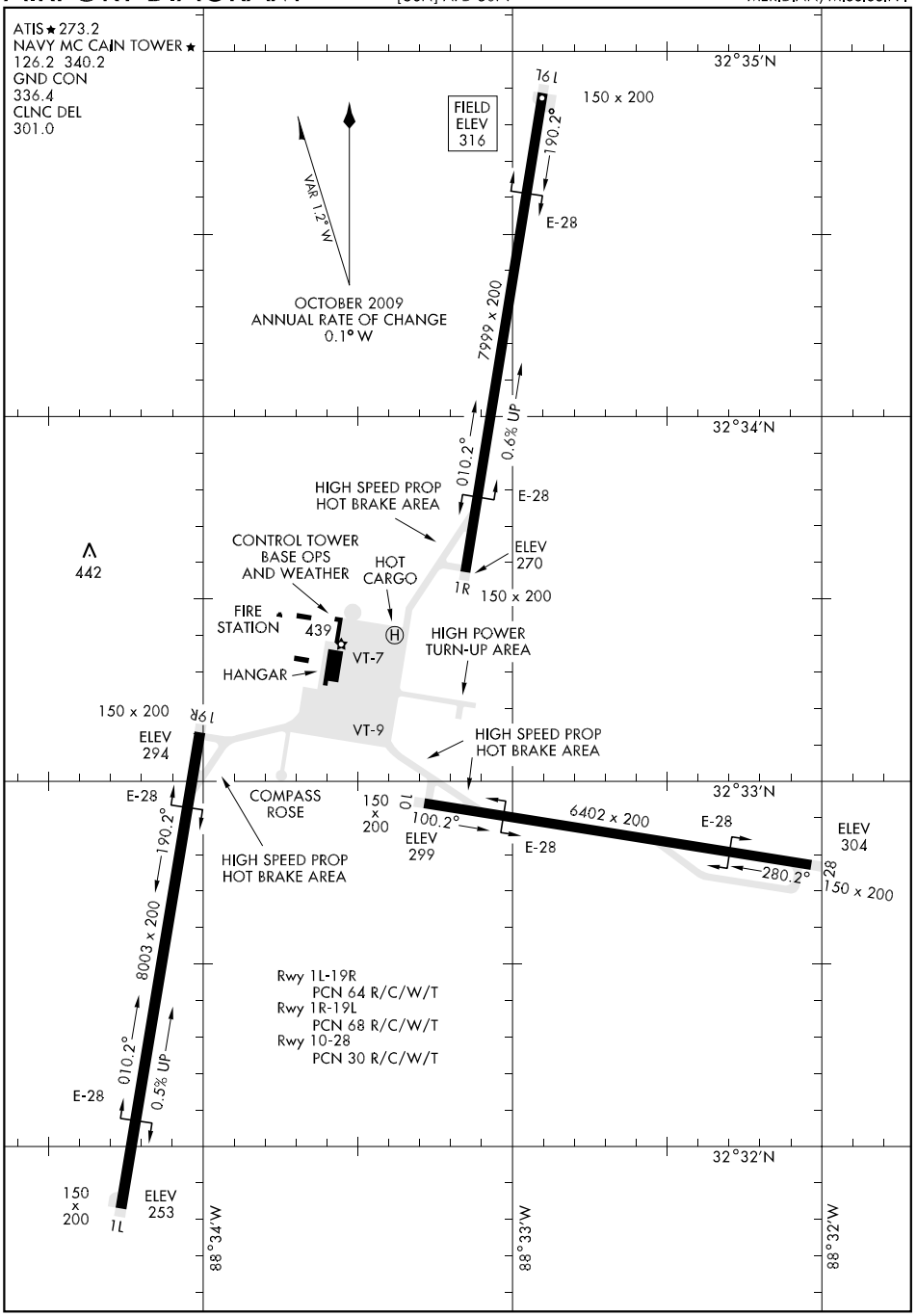




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | 900-1 | 603 (700-1) | 900-1¾<br>603 (700-1¾) | 940-2<br>643 (700-2) | 1120-3<br>823 (900-3) |

| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |

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SC-4, 22 OCT 2009 to 19 NOV 2009

# HI-ILS OR LOC/DME RWY 19L

| LOC I-NMM | APCH CRS | Rwy ldg 7999 / TDZE 316 / Arpt Elev 316 |
|---|---|---|
| 109.7 | 188° | |

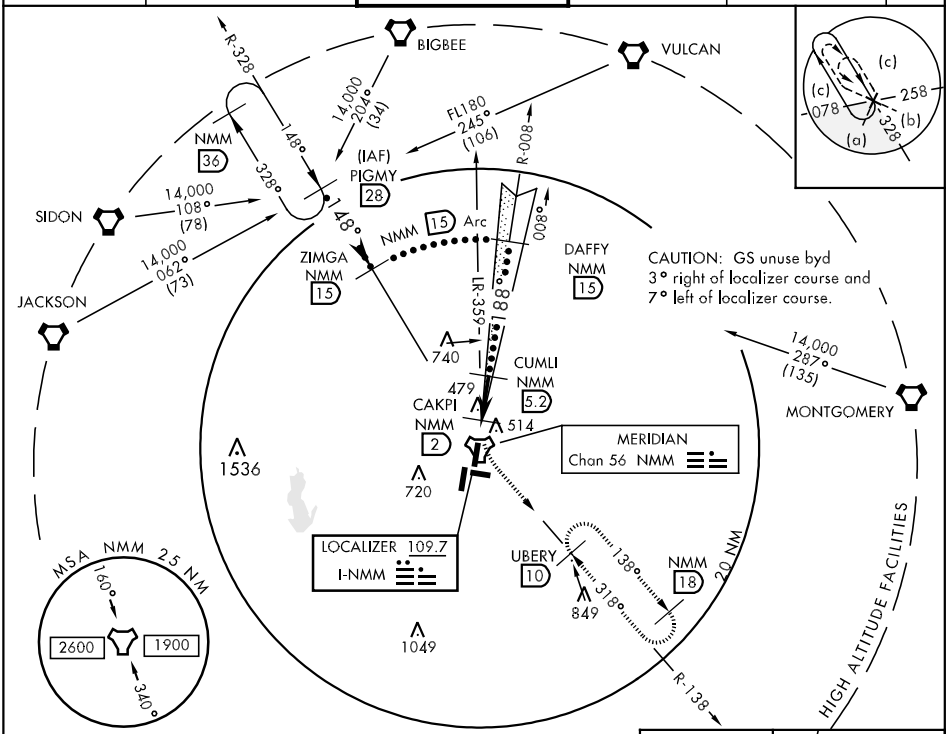
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

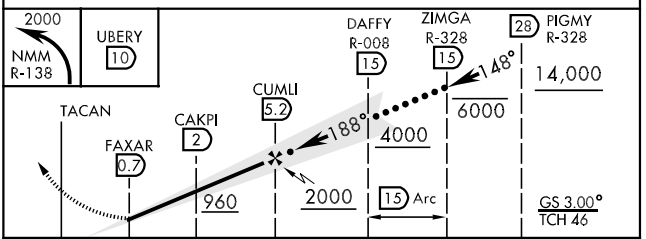
SSALR A3

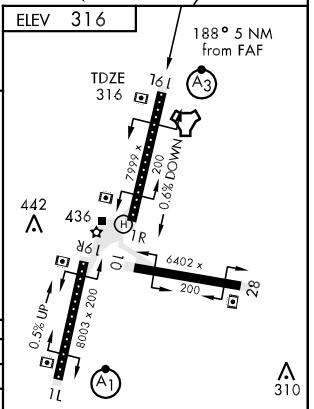
MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

| ATIS * | MERIDIAN APP CON | NAVY MC CAIN TOWER * | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |




EMERG SAFE ALT 100 NM 3500




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 19L * | 516- ½ | 200 | (200-½) |
| S-LOC 19L** | 700- ¾ | 384 | (400-¾) |
| CIRCLING | 820-1½ 504 (600-1½) | 880-2 564 (600-2) | 1060-2¾ 744 (800-2¾) |

HIRL Rwy 1R-19L, 1L-19R
HIRL Rwy 10-28



SC-4, 22 OCT 2009 to 19 NOV 2009

# HI-TACAN RWY 1L

| TACAN | APCH CRS | Rwy ldg | 8003 |
|---|---|---|---|
| NMM Chan 56 | 022° | TDZE | 253 |
| | | Arpt Elev | 316 |

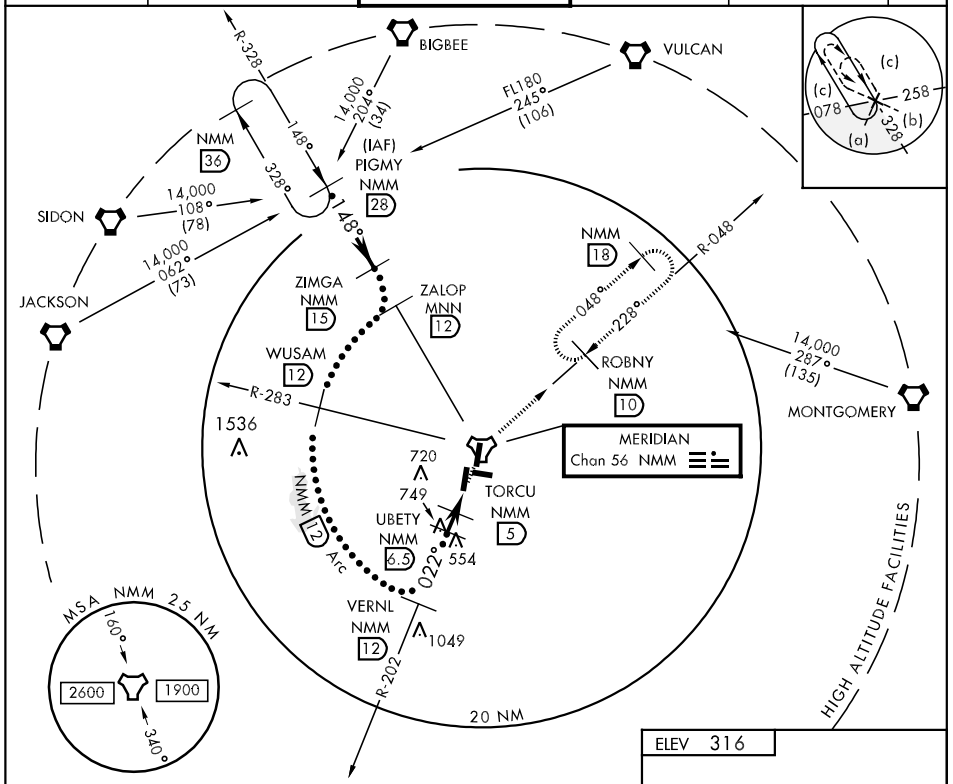
JAL-5079 [USN] — MERIDIAN NAS (MC CAIN FIELD) (KNMM)

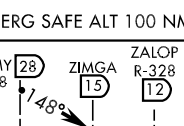
* When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 2000 via NMM R-202 to NMM TACAN then via R-048 to ROBNY and hold.

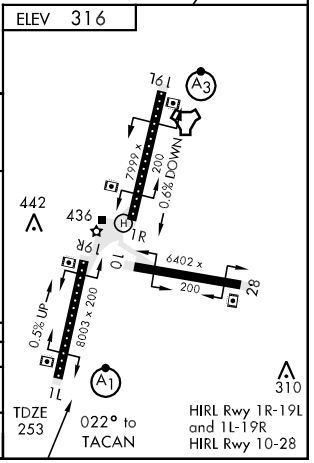
| ATIS * | MERIDIAN APP CON | NAVY MC CAIN TOWER * | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |




EMERG SAFE ALT 100 NM 3500




| CATEGORY | C | D | E |
|---|---|---|---|
| S- 1L * | 780-1<br>527 (500-1) | 780-1¼ 527 (500-1¼) | |
| CIRCLING | 820-1½<br>504 (600-1½) | 880-2<br>564 (600-2) | 1060-2¾<br>744 (800-2¾) |



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# HI-TACAN RWY 19L

| TACAN | APCH CRS | Rwy ldg | 7999 |
|---|---|---|---|
| NMM Chan 56 | 178° | TDZE | 316 |
| | | Arpt Elev | 316 |

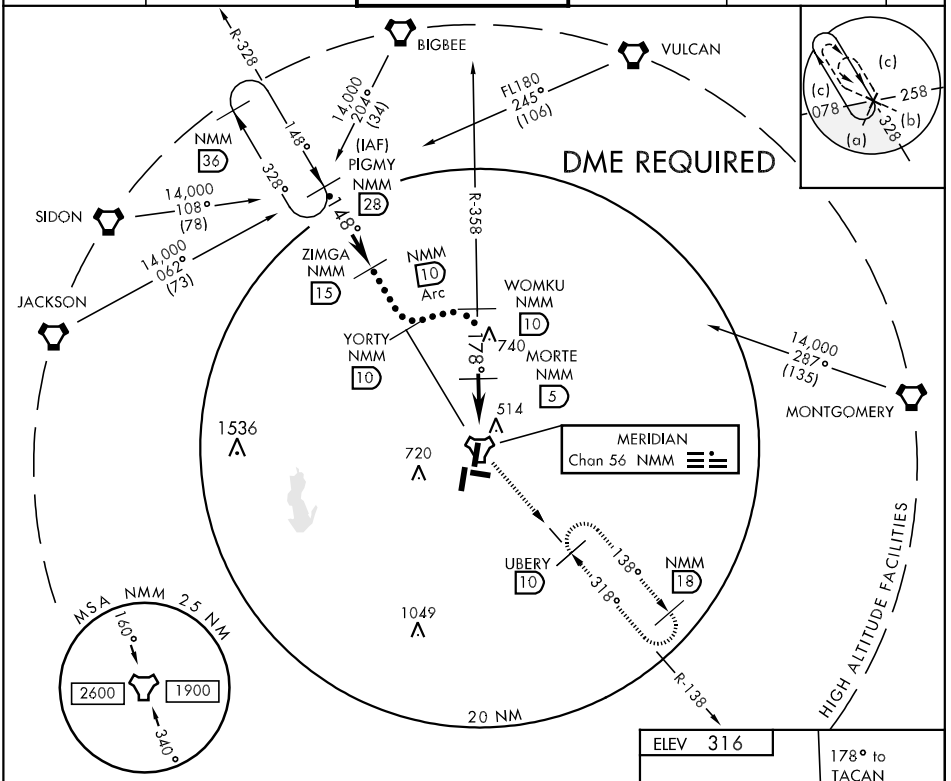
JAL-5079 [USN] — MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

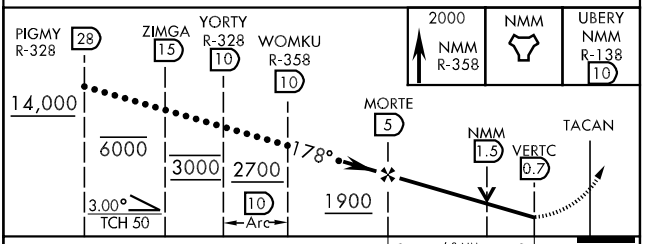
SSALR (A3)

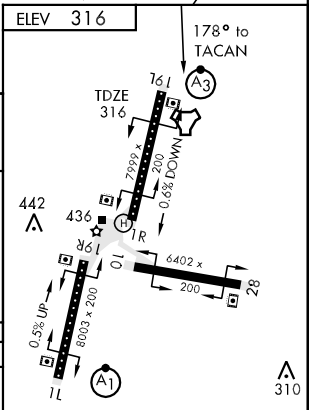
MISSED APPROACH: Climb to 2000 via NMM R-358 to TACAN then via R-138 to UBERY and hold.

| ATIS ★ | MERIDIAN APP CON | NAVY MC CAIN TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |




EMERG SAFE ALT 100 NM 3500




| CATEGORY | C | D | E |
|---|---|---|---|
| S- 19L * | 780-¾<br>464 (500-¾) | 780-1<br>464 (500-1) | 780-1¼<br>464 (500-1¼) |
| CIRCLING | 820-1½<br>504 (600-1½) | 880-2<br>564 (600-2) | 1060-2¾<br>744 (800-2¾) |

HIRL Rwy 1R-19L, 1L-19R
HIRL Rwy 10-28

# ILS or LOC/DME RWY 19L

| LOC I-NMM | APCH CRS | Rwy ldg | 7999 |
|---|---|---|---|
| 109.7 | 188° | TDZE | 316 |
| | | Arpt Elev | 316 |

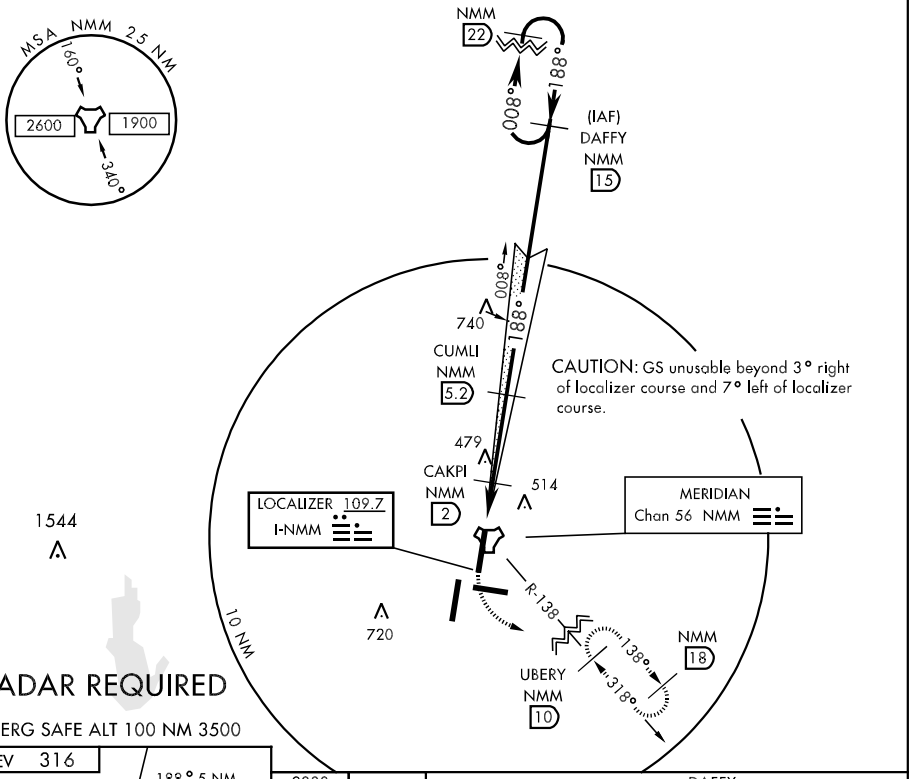
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

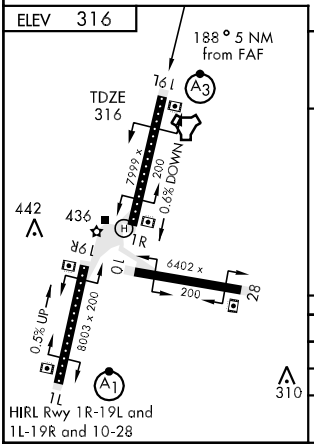
* When ALS inop, increase All CAT vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ miles.

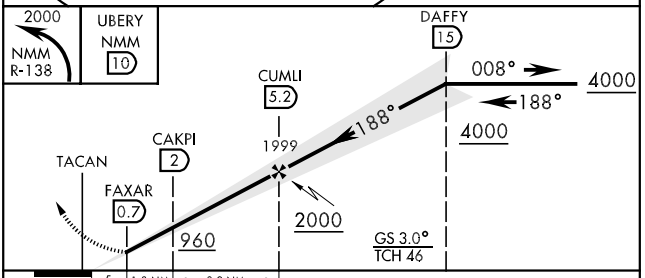
SSALR (A3)

MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

| ATIS ★ | MERIDIAN APP CON | NAVY MC CAIN TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19L * | 516-½ | 200 (200-½) | | |
| S-LOC 19L ** | 700-½ 384 (400-½) | | 700-¾ 384 (400-¾) | |
| CIRCLING | 820-1 504 (600-1) | | 820-1 1/2 504 (600-1 ½) | 880-2 564 (600-2) |

# RNAV (GPS) RWY 1L

| APCH CRS | Rwy ldg | 8003 |
|---|---|---|
| 008° | TDZE | 253 |
| | Arpt Elev | 316 |

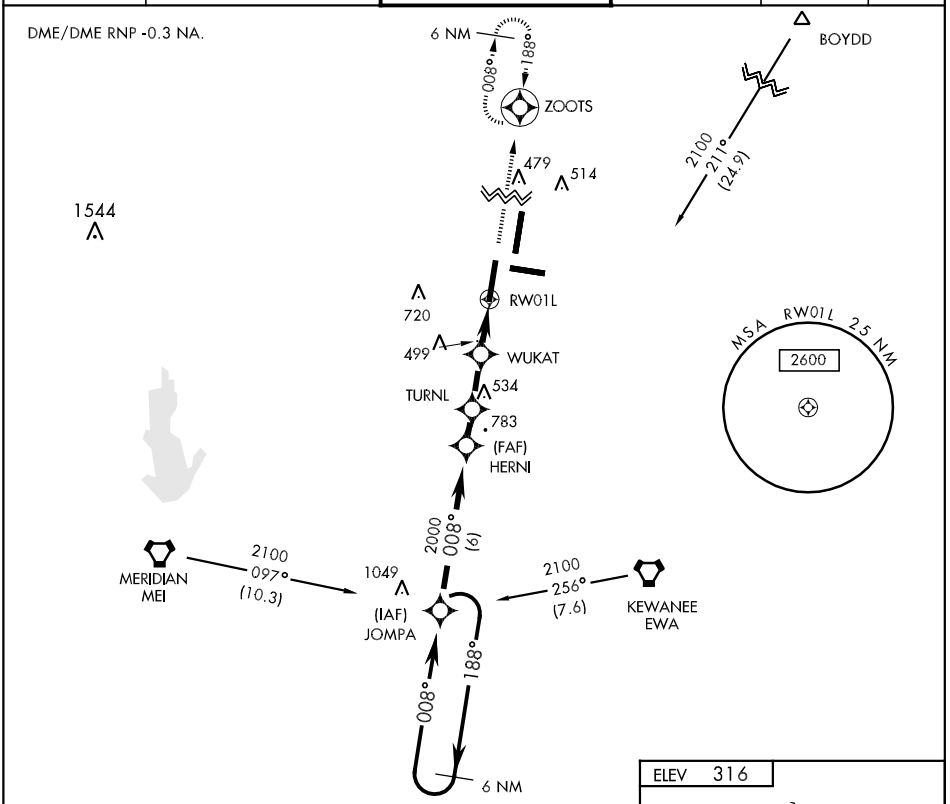
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

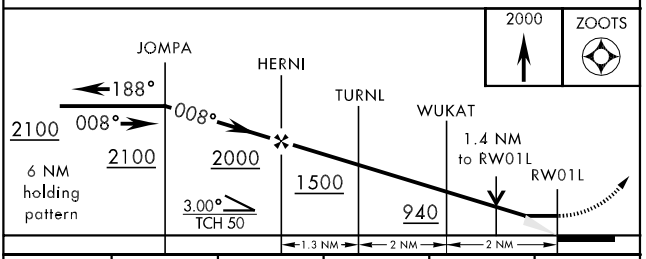
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles.

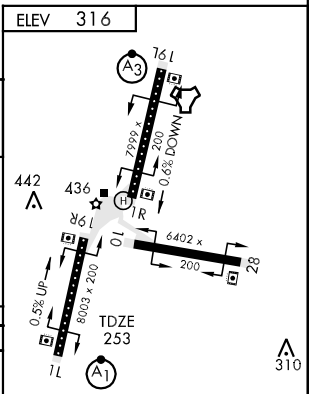
SSALR (A3)

MISSED APPROACH: Climb to 2000 direct ZOOTS and hold.

| ATIS ★ | MERIDIAN APP CON | NAVY MC CAIN TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 760-½ 507 (500-½) | | 760-1 507 (500-1) | | 760-1¼ 507 (500-1¼) |
| CIRCLING | 820-1 504 (600-1) | | 820-1½ 504 (600-1½) | 880-2 564 (600-2) | 1060-2¾ 744 (800-2¾) |



SC-4, 22 OCT 2009 to 19 NOV 2009

# RNAV (GPS) RWY 19L

| APCH CRS | Rwy ldg | 7999 |
|---|---|---|
| 188° | TDZE | 316 |
| | Arpt Elev | 316 |

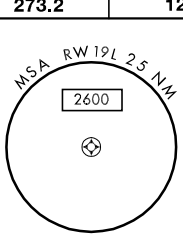
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

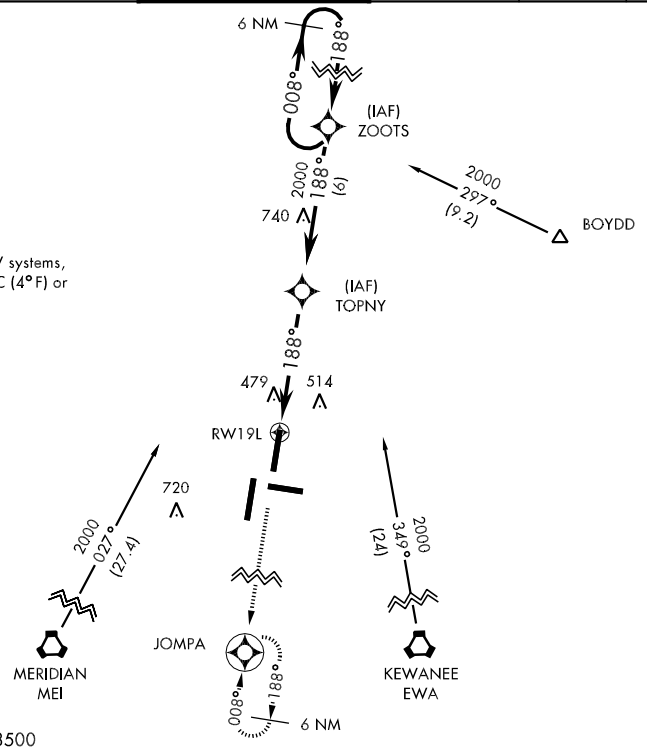
* When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.
** When ALS inop, increase All CAT vis to 1¾ miles.

SSALR

MISSED APPROACH: Climb to 2100 direct JOMPA and hold.

| ATIS ★ | MERIDIAN APP CON | NAVY MC CAIN TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |

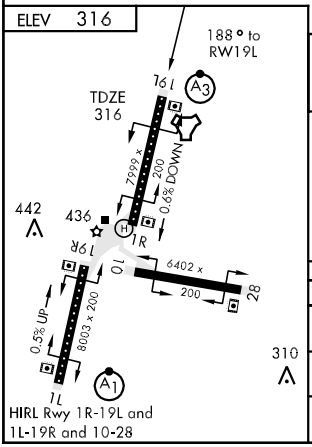


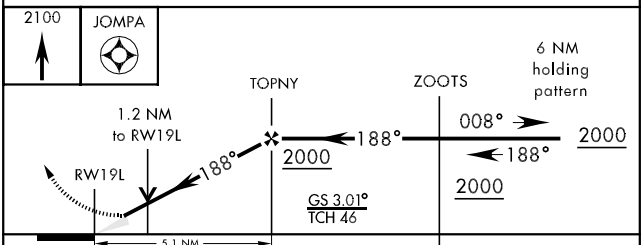




For uncompensated BaroVNAV systems, LNAV/VNAV NA below -15° C (4° F) or above 41°C (107°F).

DME/DME RNP -0.3 NA.

EMERG SAFE ALT 100 NM 3500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 760-½ 444 (500-½) | | 760-¾ 444 (500-¾) | 760-1 444 (500-1) | |
| LNAV/VNAV DA** | 820-1¼ 504 (600-1¼) | | | | |
| CIRCLING | 820-1 504 (600-1) | | 820-1½ 504 (600-1½) | 880-2 564 (600-2) | 1060-2¾ 744 (800-2¾) |



SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-HEZ | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 111.35 | 133° | TDZE | 266 |
| | | Apt Elev | 272 |

NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

# ILS or LOC RWY 13

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting: increase all DAs to 599 feet and all visibilities to 1¼ miles; increase all MDAs 140 feet and S-LOC 13 Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting.

NA

MALSR

MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) L |

ALTERNATE MISSED APCH FIX
ADF Required.
359° to 179°
NATCHEZ-ADAMS CO
388 HAH

LR-323
313°
1900 to Zutki Int
133° (6.2)
1900 NoPT
HEZ 11.4 Arc
LR-302
(IF)
CASDU
HEZ 11.4
088°
268°
(IAF)
ZUTKI INT
HEZ 5.2
133°
078°
NATCHEZ-ADAMS CO
388 HAH
R-044
(IAF)
NIFSO
HEZ 11.4
1900 NoPT
HEZ 11.4 Arc
1900 to Zutki Int
312° (5.2)
419±
852
NATCHEZ
110.0 HEZ
Chan 37
133°
313°
10 NM
486
440±
451
500
R-248
LOCALIZER 111.35
I-HEZ
728
R-133
MSA HEZ 25 NM
2300
(IAF)
NIFTE
HEZ 11.4
1207
840

ADF or DME REQUIRED

ELEV 272
133° 4.9 NM from FAF
338±
339±
TDZE
266
6500 X 150
5000 X 150
353
18
36
31
HIRL Rwy 13-31
MIRL Rwy 18-36 L
325±

Remain within 10 NM
ZUTKI INT
HEZ 5.2
313°
1900
CASDU
HEZ 11.4
HEZ 0.4
1900
133°
133°
1900
GS 3.00°
TCH 54
6.2 NM
4.9 NM

| 2000 | HEZ 110.0 |
|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 466-½ | 200 (200-½) | | |
| S-LOC 13 | 680-½ 414 (500-½) | | 680-¾ 414 (500-¾) | |
| CIRCLING | 740-1 468 (500-1) | | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| CH 50505 | 133° | TDZE | 266 |
| W13A | | Apt Elev | 272 |

# RNAV (GPS) RWY 13

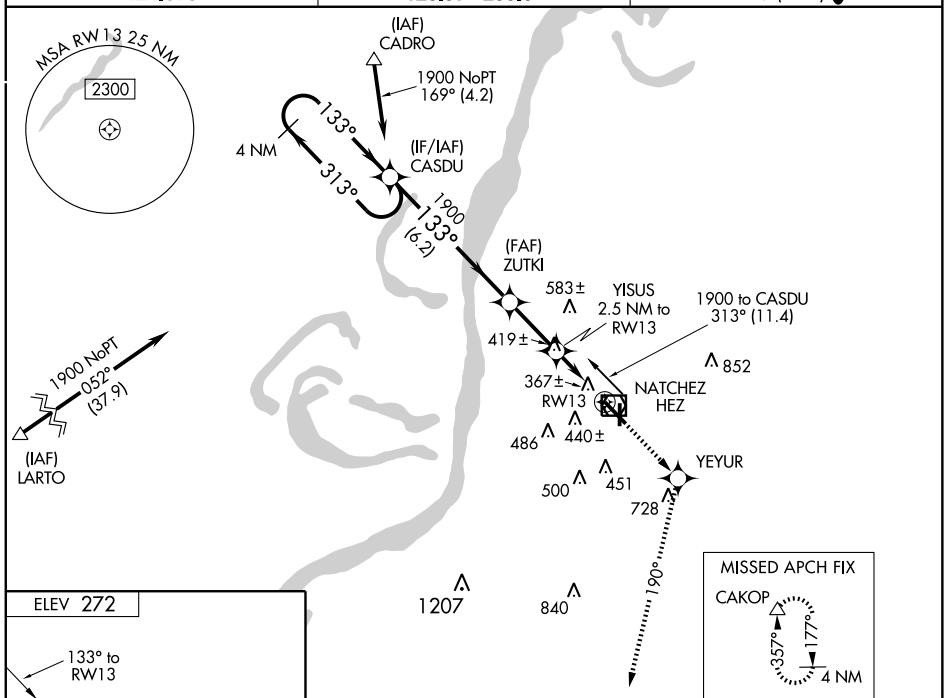
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

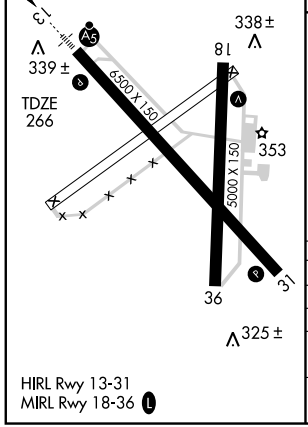
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. BARO VNAV and VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. When local altimeter setting not received, use Vicksburg Rgnl altimeter setting: increase all LPV DAs to 655 and all visibilities to 1¼ miles; all LNAV/VNAVs DA to 785 and all visibilities to 1¾ miles; all MDAs 140 feet and LNAV Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile.

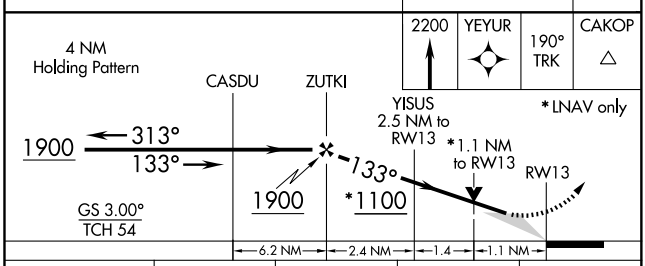
MALSR

MISSED APPROACH: Climb to 2200 direct YEYUR and via 190° track to CAKOP and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 522-½ | 256 (300-½) | |
| LNAV/VNAV DA | | 652-¾ | 386 (400-¾) | |
| LNAV MDA | 680-½ 414 (500-½) | | 680-¾ 414 (500-¾) | 680-1 414 (500-1) |
| CIRCLING | 740-1 468 (500-1) | | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 178° | TDZE | 272 |
| | Apt Elev | 272 |

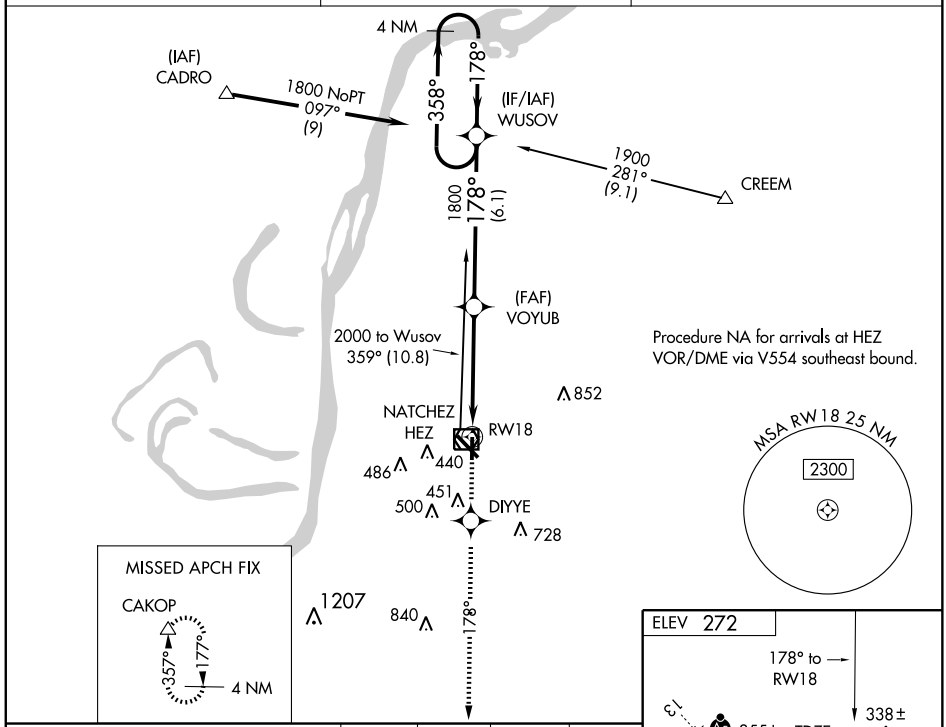
# RNAV (GPS) RWY 18

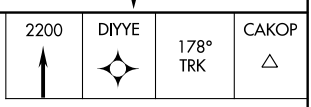
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

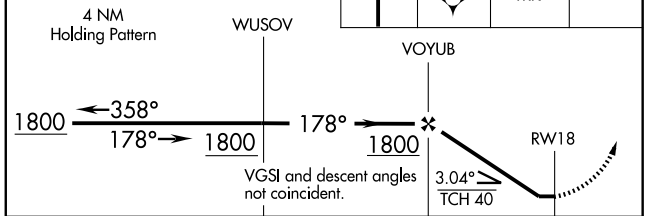
When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

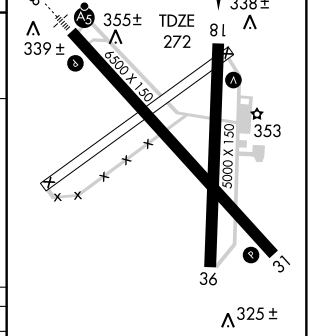
MISSED APPROACH: Climb to 2200 direct DIYYE and via 178° track to CAKOP and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 348 (400-1) | | | 620-1¼ 348 (400-1¼) |
| CIRCLING | 740-1 468 (500-1) | | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

HIRL Rwy 13-31
MIRL Rwy 18-36 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy ldg | 6500 |
|---|---|---|
| 313° | TDZE | 272 |
| | Apt Elev | 272 |

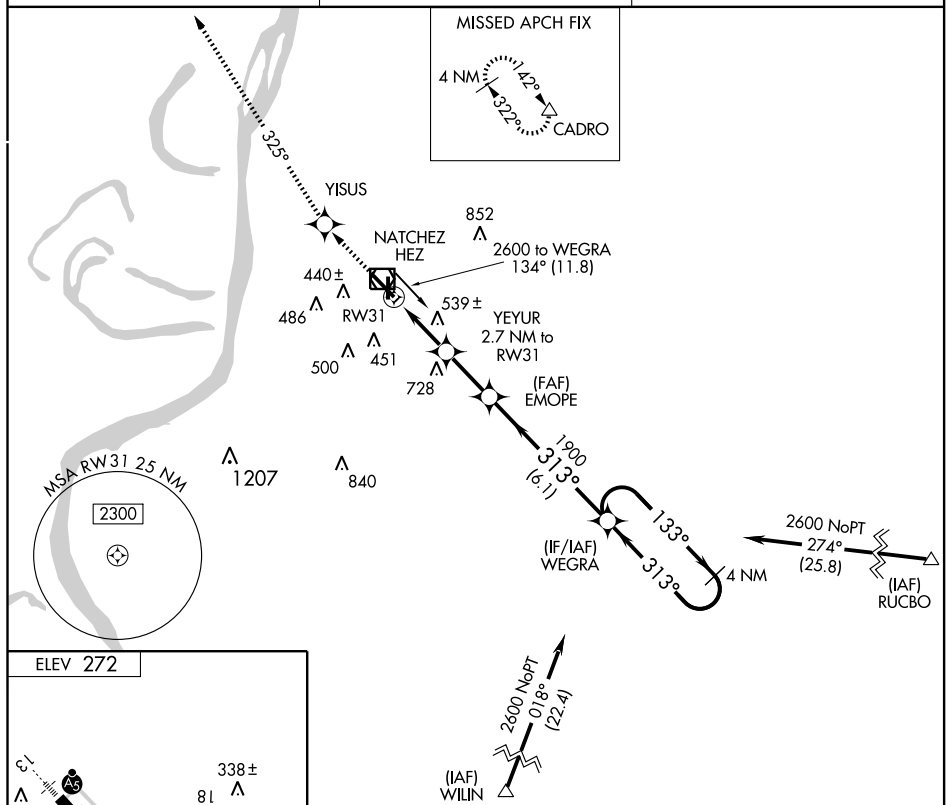
# RNAV (GPS) RWY 31

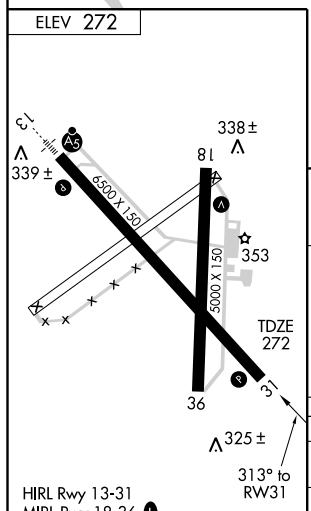
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

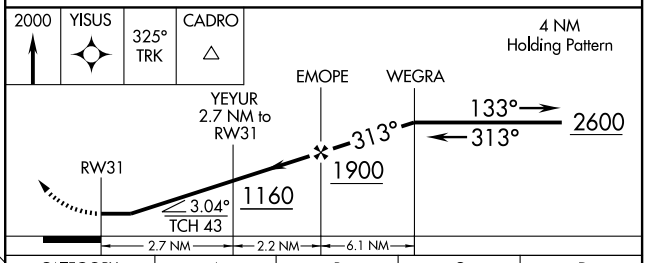
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 2000 direct YISUS and via 325° track to CADRO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 528 (600-1) | | 800-1½ 528 (600-1½) | 800-1¾ 528 (600-1¾) |
| CIRCLING | 800-1 528 (600-1) | | 800-1½ 528 (600-1½) | 840-2 568 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 005° | TDZE | 272 |
| | Apt Elev | 272 |

# RNAV (GPS) RWY 36

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and visibility Cat C ¼ mile and Cat D ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2000 direct AYINU and via 316° track to CADRO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) |

MISSED APCH FIX

4 NM 142° 322° CADRO

316° (6.1) AYINU 852

NATCHEZ HEZ 440 486

1900 to Cakop 177° (12) (MAP) AYEYI 451 500 728 466

500

519± (FAF) BOKPE 840 1207

1900 353° (6.4)

(IF/IAF) CAKOP

177° 357°

1900 NoPT 309° (11.4)

(IAF) SETTA

4 NM

1900 NoPT 069° (27.4)

(IAF) JOHON

1900 NoPT 357° (17.6)

(IAF) WILIN

MSA AYEYI 25 NM 2300

ELEV 272

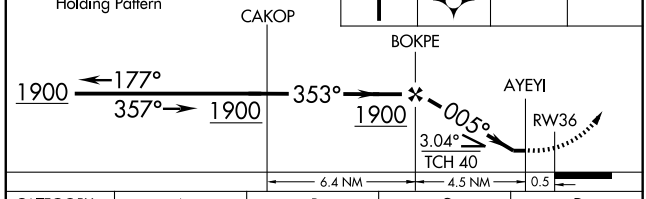



005° 4.5 NM to AYEYI

HIRL Rwy 13-31
MIRL Rwy 18-36 (L)

| 2000 | AYINU | 316° TRK | CADRO |
|---|---|---|---|

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 508 (600-1) | | 780-1½ 508 (600-1½) | |
| CIRCLING | 780-1 508 (600-1) | | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

NATCHEZ, MISSISSIPPI

| VOR/DME HEZ | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 110.0 | 124° | TDZE | 266 |
| Chan 37 | | Apt Elev | 272 |

AL-967 (FAA)
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

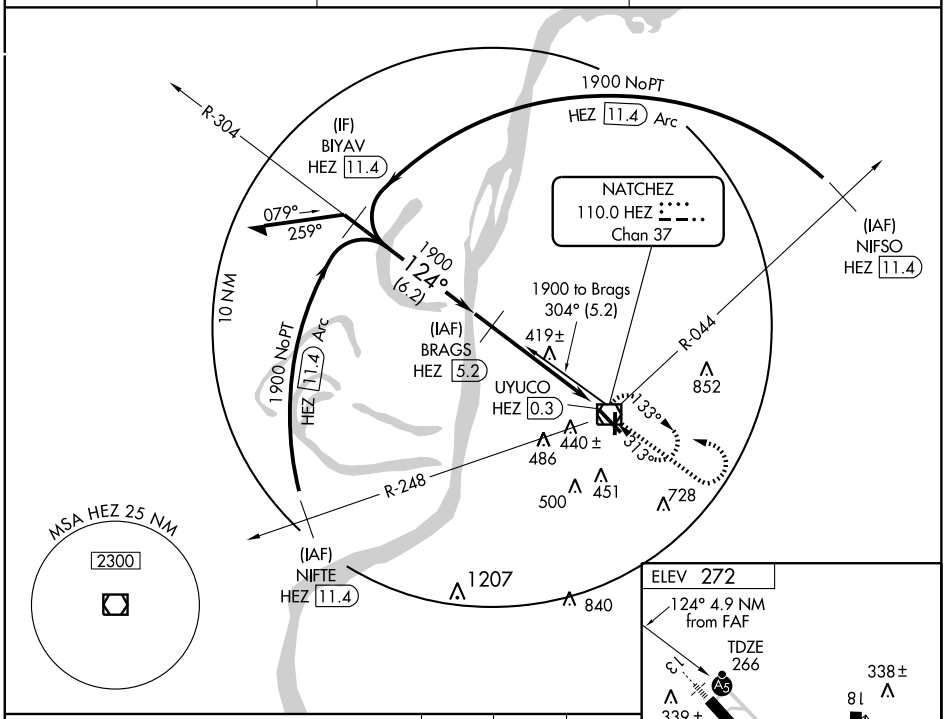
# VOR/DME RWY 13

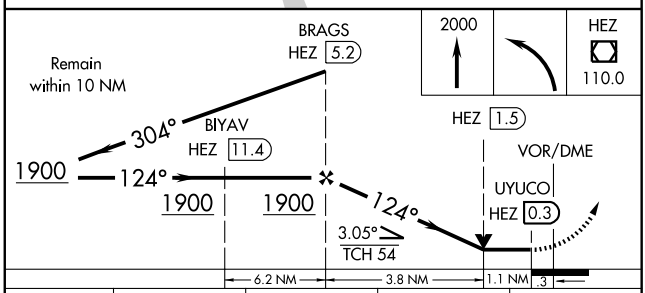
If local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase S-13 Cats A and B visibility to 1 mile, Cat C to 1½ miles, Cat D to 1¾ miles, and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Visibility reduction by helicopters NA. VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase S-13 Cats A and B visibility to 1 mile.

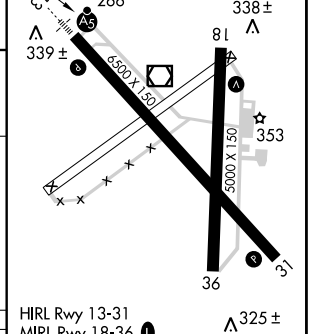
MALSR

MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 680-¾ 414 (500-¾) | | | |
| CIRCLING | 740-1 468 (500-1) | | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

| VOR/DME HEZ | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.0 | 197° | TDZE | 272 |
| Chan 37 | | Apt Elev | 272 |

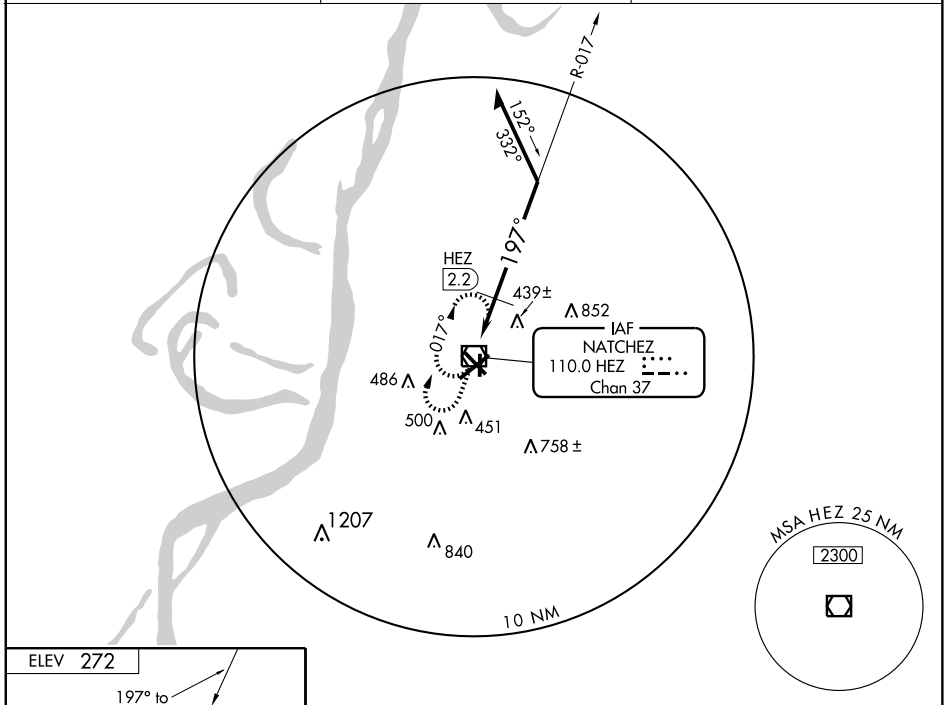
# VOR RWY 18

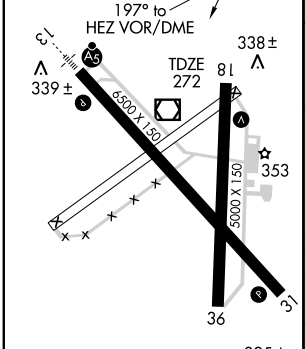
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

NA Inoperative table does not apply.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 in HEZ VOR/DME holding pattern.

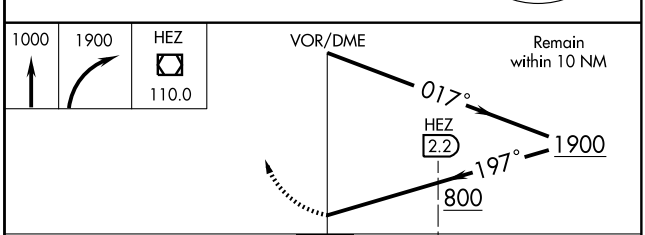
| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) L |




HIRL Rwy 13-31
MIRL Rwy 18-36 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 800-1 528 (600-1) | | 800-1½ 528 (600-1½) | 800-1¾ 528 (600-1¾) |
| CIRCLING | 800-1 528 (600-1) | | 800-1½ 528 (600-1½) | 840-2 568 (600-2) |
| DME MINIMUMS | | | | |
| S-18 | 700-1 428 (500-1) | | 700-1¼ 428 (500-1¼) | 700-1½ 428 (500-1½) |
| CIRCLING | 720-1 448 (500-1) | 740-1 468 (500-1) | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

NEW ALBANY, MISSISSIPPI AL-10266 (FAA)

| APP CRS | Rwy Idg | 3903 |
|---|---|---|
| 177° | TDZE | 413 |
| | Apt Elev | 413 |

# RNAV (GPS) RWY 18

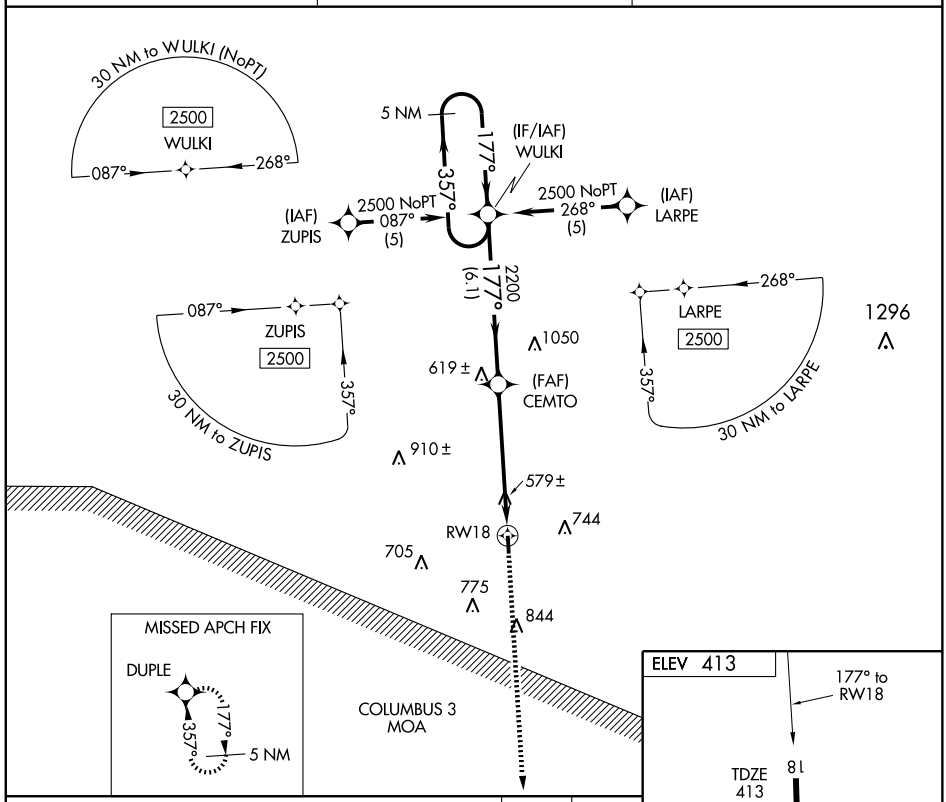
## NEW ALBANY-UNION CO (M72)

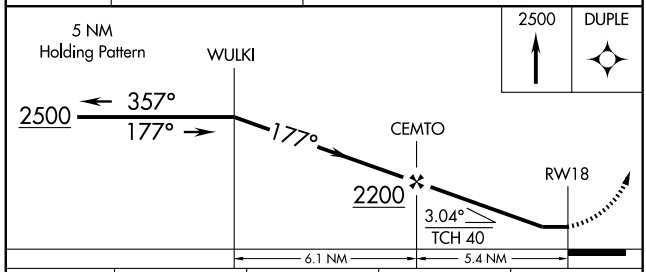
T
NA

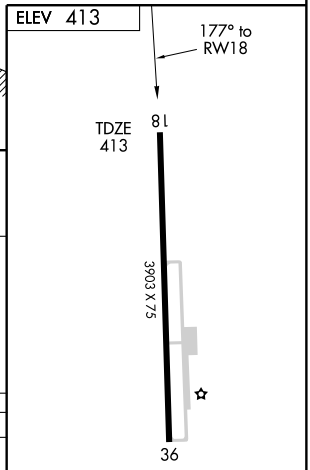
Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUPLE and hold.

| TUPELO ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.525 | 135.9 273.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1 | 487 (500-1) | 900-1¼ 487 (500-1¼) | NA |
| CIRCLING | 940-1 | 527 (600-1) | 940-1½ 527 (600-1½) | NA |

MIRL Rwy 18-36 L

SC-4, 22 OCT 2009 to 19 NOV 2009

NEW ALBANY, MISSISSIPPI

AL-10266 (FAA)

| APP CRS | Rwy Idg | 3903 |
|---|---|---|
| 357° | TDZE | 413 |
| | Apt Elev | 413 |

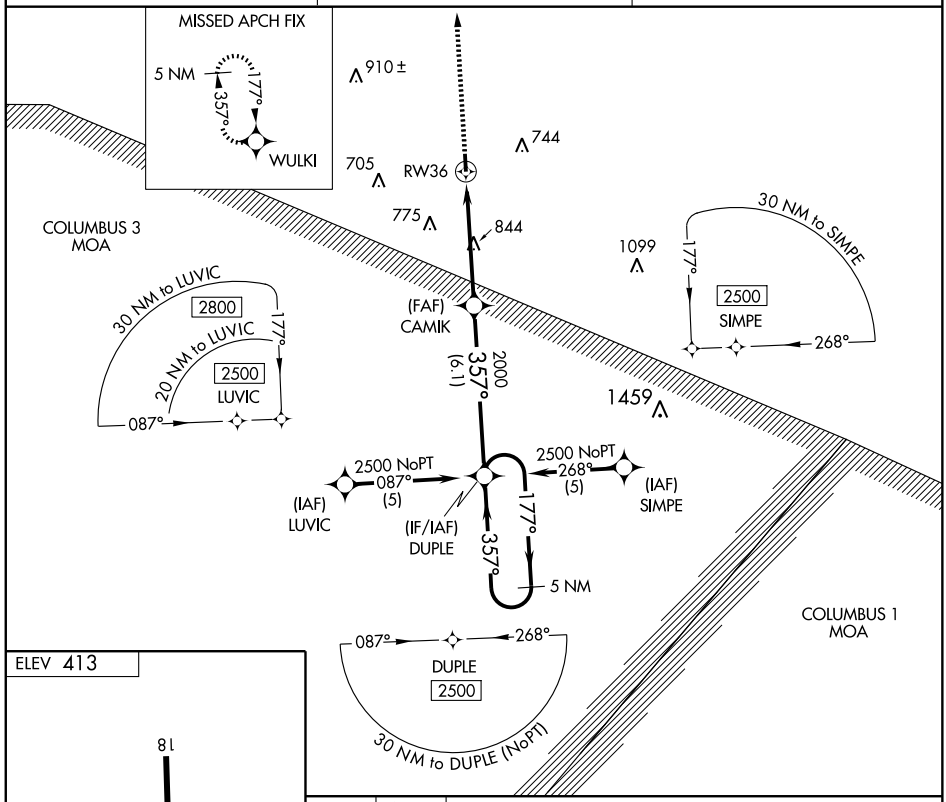
# RNAV (GPS) RWY 36

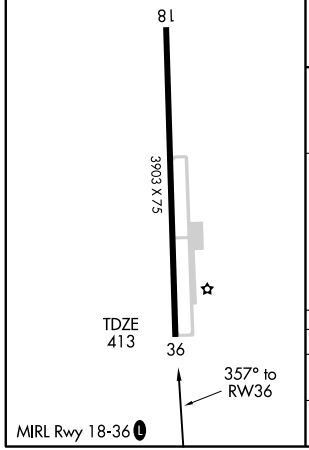
NEW ALBANY-UNION CO (M72)

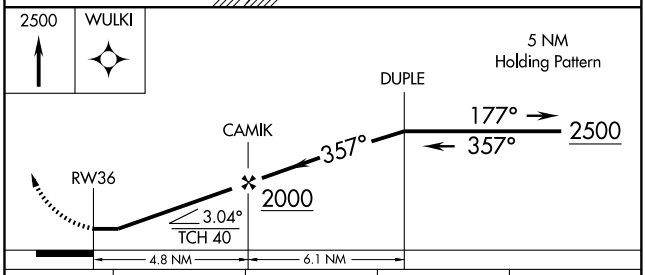
T NA — Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULKI and hold.

| TUPELO ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.525 | 135.9 273.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1<br>807 (900-1) | 1220-1¼<br>807 (900-1¼) | 1220-2¼<br>807 (900-2¼) | NA |
| CIRCLING | 1220-1<br>807 (900-1) | 1220-1¼<br>807 (900-1¼) | 1220-2¼<br>807 (900-2¼) | NA |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VOR/DME OTB | APP CRS | Rwy Idg | 3200 |
|---|---|---|---|
| 109.8 | 159° | TDZE | 335 |
| Chan 35 | | Apt Elev | 335 |

# VOR/DME or GPS RWY 18

## OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

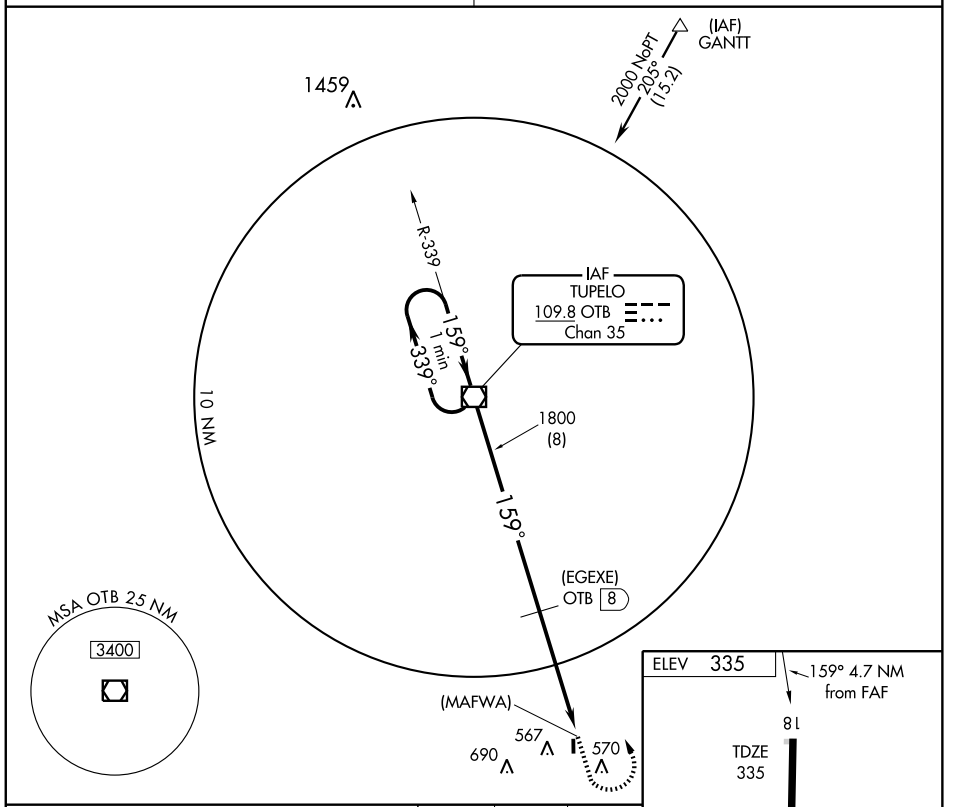
Use Tupelo altimeter setting.

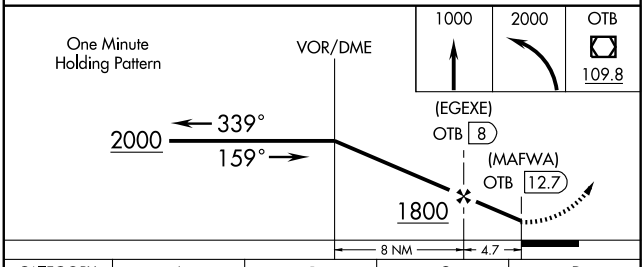
NA

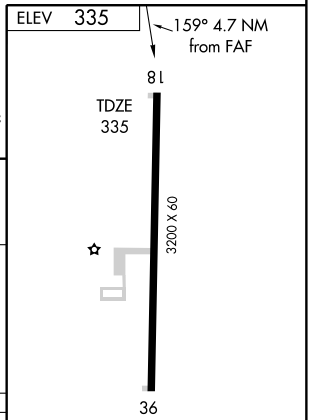
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OTB VOR/DME and hold.

COLUMBUS APP CON *
126.075 229.15

CTAF
122.9 L




MIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 860-1 | 525 (600-1) | 860-1½ 525 (600-1½) | NA |
| CIRCLING | 920-1 | 585 (600-1) | 920-1½ 585 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

OLIVE BRANCH, MISSISSIPPI

AL-5883 (FAA)

| LOC/DME I-OLV | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 109.3 | 179° | TDZE | 402 |
| Chan 30 | | Apt Elev | 402 |

# ILS or LOC RWY 18

## OLIVE BRANCH (OLV)

When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile. When using Memphis Intl altimeter setting; for inoperative MALSR, increase S-ILS 18, all Cats and S-LOC 18 Cats A and B visibility ¼ mile. Inoperative table does not apply to S-ILS 18. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2500 via heading 179° and HLI R-303 to HLI VORTAC and hold.

| ATIS | MEMPHIS APP CON | OLIVE BRANCH TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.925 | 121.0 125.8 338.3 | 125.275 (CTAF) L | 121.2 | 121.2 | 122.7 |

MEM R-045 and HLI R-326 may be used to locate EFPUB intersection.

(IF/IAF) EFPUB INT I-OLV 11.9 RADAR

MEMPHIS 117.5 MEM Chan 122

NUXAH INT I-OLV 5.9 RADAR

LOCALIZER 109.3 I-OLV Chan 30

HOLLY SPRINGS 112.4 HLI Chan 71

MSA HLI 25 NM 2500

15 NM

2500 to Efpub Int 326° (27.8)

ELEV 402

179° 4.8 NM from FAF

8L

TDZE 402

6000 x 100

36

HIRL Rwy 18-36

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

One Minute Holding Pattern

EFPUB INT I-OLV 11.9 RADAR

NUXAH INT I-OLV 5.9 RADAR

2500 HDG 179° HLI R-303 HLI 112.4

2500 359° 179° 179° 2000 I-OLV 2.1 I-OLV 1.1

GS 3.00° TCH 51

2000

6 NM 3.8 NM 1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 652-¾ 250 (300-¾) | | | |
| S-LOC 18 | 780-¾ 378 (400-¾) | | | |
| CIRCLING | 1060-1 658 (700-1) | | 1060-1¾ 658 (700-1¾) | 1060-2 658 (700-2 ) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 61199 W18A | APP CRS 179° | Rwy Idg 6000 TDZE 402 Apt Elev 402 |
|---|---|---|

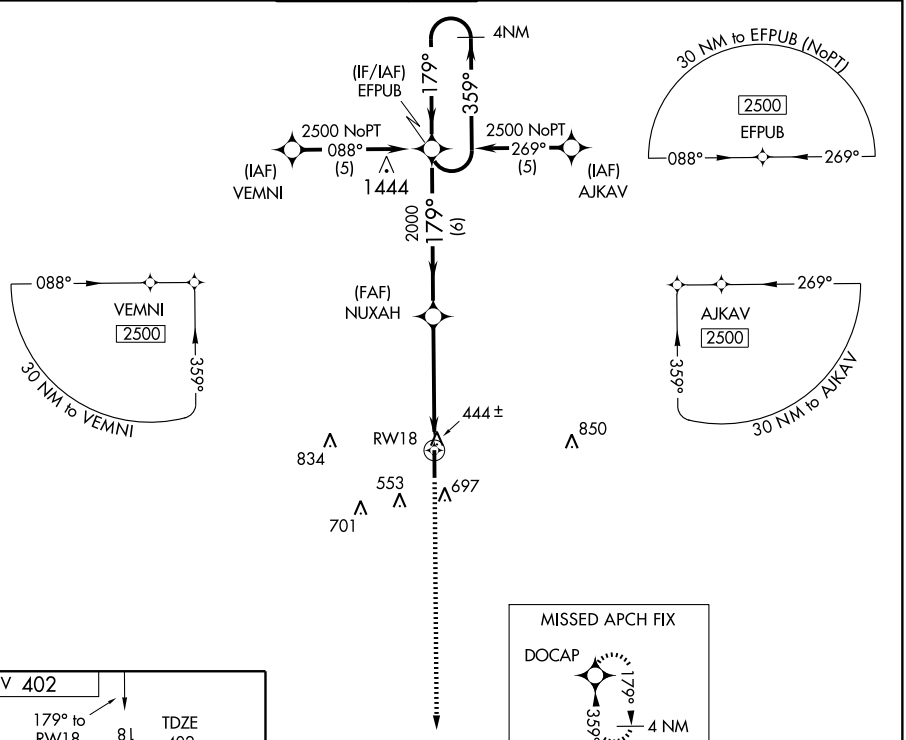
# RNAV (GPS) RWY 18
## OLIVE BRANCH (OLV)

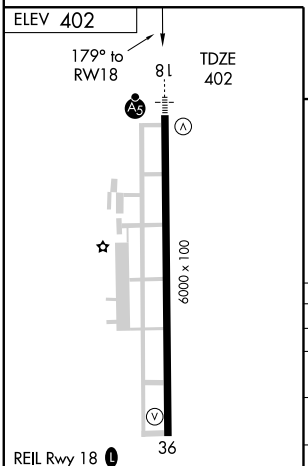
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet. BARO-VNAV and VDP NA when using Memphis Intl altimeter setting. BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

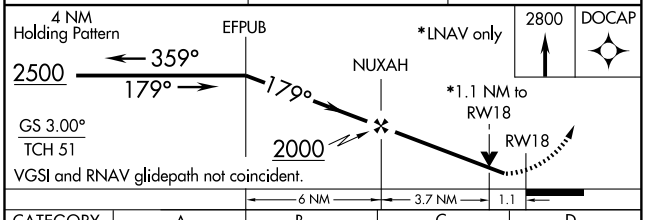
MALSR

MISSED APPROACH: Climb to 2800 direct DOCAP and hold.

| ATIS | MEMPHIS APP CON | OLIVE BRANCH TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.925 | 121.0 125.8 338.3 | 125.275 (CTAF) L | 121.2 | 121.2 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 652-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 702-1 300 (300-1) | | | |
| LNAV MDA | 780-1 378 (400-1) | | | 780-1¼ 378 (400-1¼) |
| CIRCLING | 1060-1 658 (700-1) | | 1060-1¾ 658 (700-1¾) | 1060-2 658 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

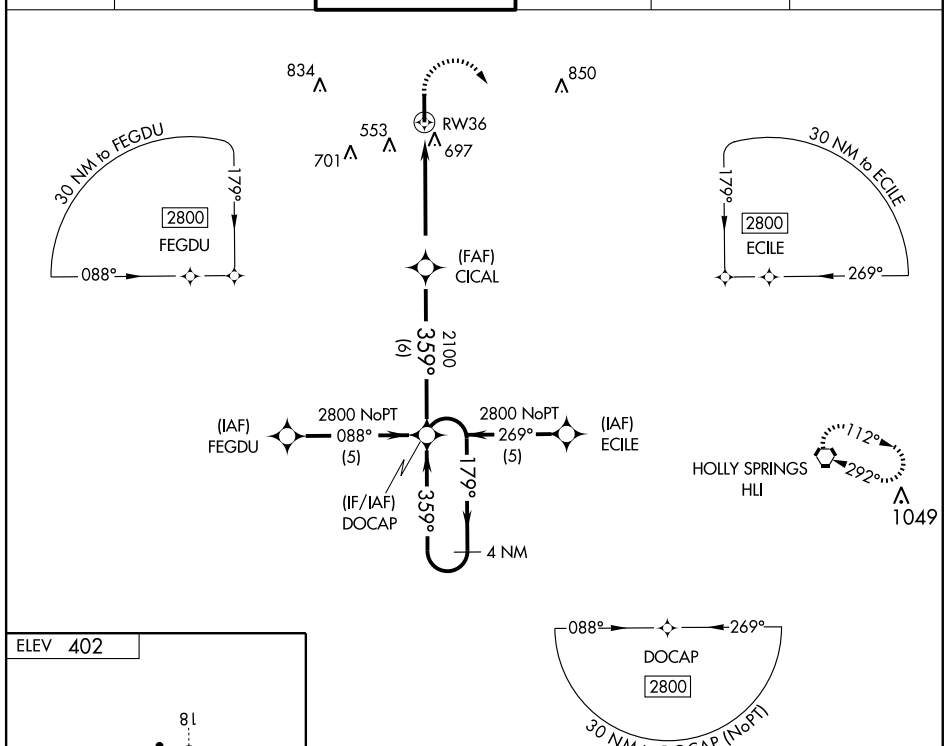
| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 359° | TDZE | 401 |
| | Apt Elev | 402 |

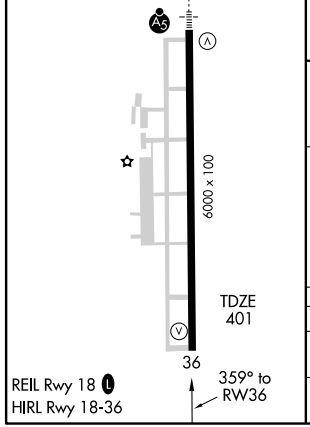
# RNAV (GPS) RWY 36
## OLIVE BRANCH (OLV)

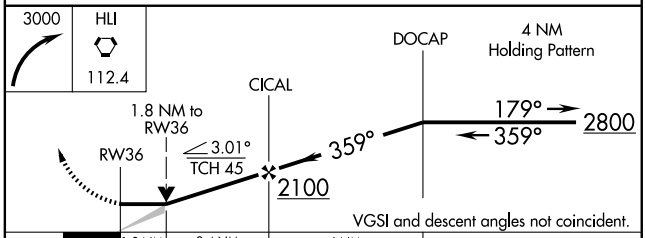
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 40 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
VDP NA with Memphis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct HLI VORTAC and hold.

| ATIS | MEMPHIS APP CON | OLIVE BRANCH TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.925 | 121.0 125.8 338.3 | 125.275 (CTAF) L | 121.2 | 121.2 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 | 599 (600-1) | 1000-1½ 599 (600-1½) | 1000-1¾ 599 (600-1¾) |
| CIRCLING | 1060-1 | 658 (700-1) | 1060-1¾ 658 (700-1¾) | 1060-2 658 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-UVD | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| 111.7 | 090° | TDZE | 418 |
| | | Apt Elev | 452 |

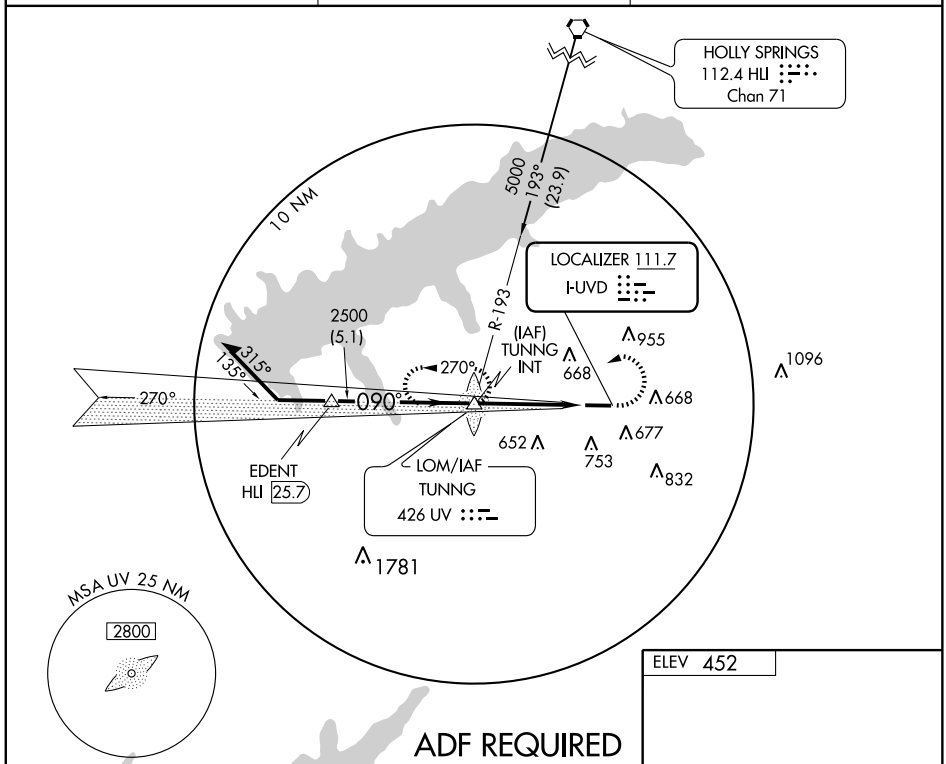
# LOC RWY 9

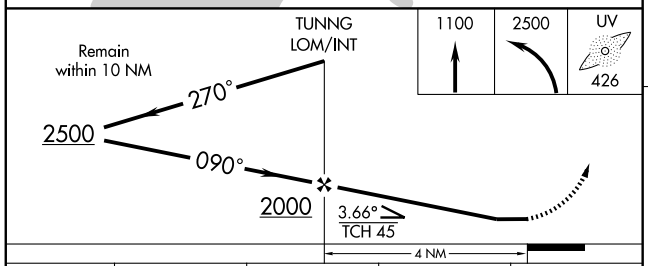
OXFORD/ UNIVERSITY-OXFORD (UOX)

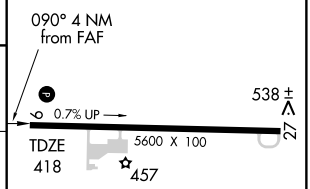
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct TUNNG LOM/Int and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.725 | 128.5 381.4 | 123.0 (CTAF) L |




MIRL Rwy 9-27 L
REIL Rwy 27

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 840-1 422 (400-1) | | 840-1¼ 422 (400-1¼) | |
| CIRCLING | 980-1 528 (600-1) | | 1060-1¾ 608 (700-1¾) | 1060-2 608 (700-2) |

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| CH 77800 | 090° | TDZE | 418 |
| W09A | | Apt Elev | 452 |

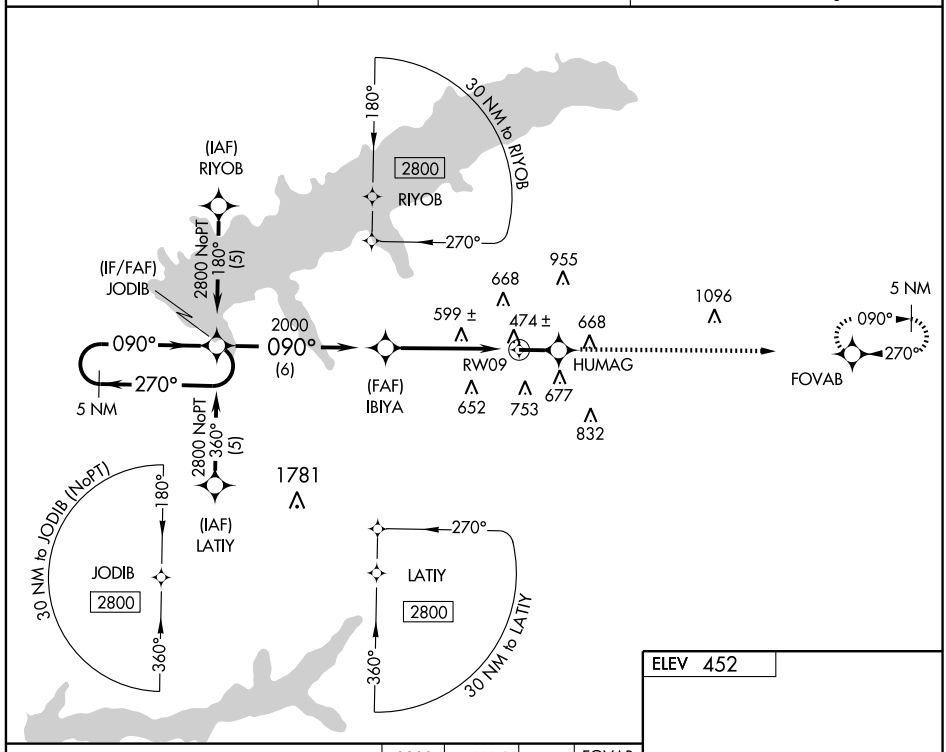
# RNAV (GPS) RWY 9

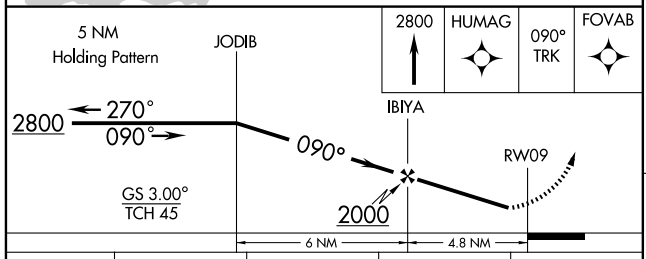
## OXFORD/ UNIVERSITY-OXFORD (UOX)

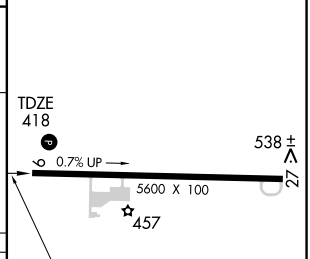
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct HUMAG and via 090° track to FOVAB and hold, continue climb-in-hold to 2800.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.725 | 128.5 381.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 668-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 876-1¾ 458 (500-1¾) | | | |
| LNAV MDA | 920-1 502 (500-1) | | 920-1½ 502 (500-1½) | |
| CIRCLING | 980-1 528 (600-1) | | 1060-1¾ 608 (700-1¾) | 1060-2 608 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 5600 |
|---|---|---|
| 270° | TDZE | 452 |
| | Apt Elev | 452 |

# RNAV (GPS) RWY 27

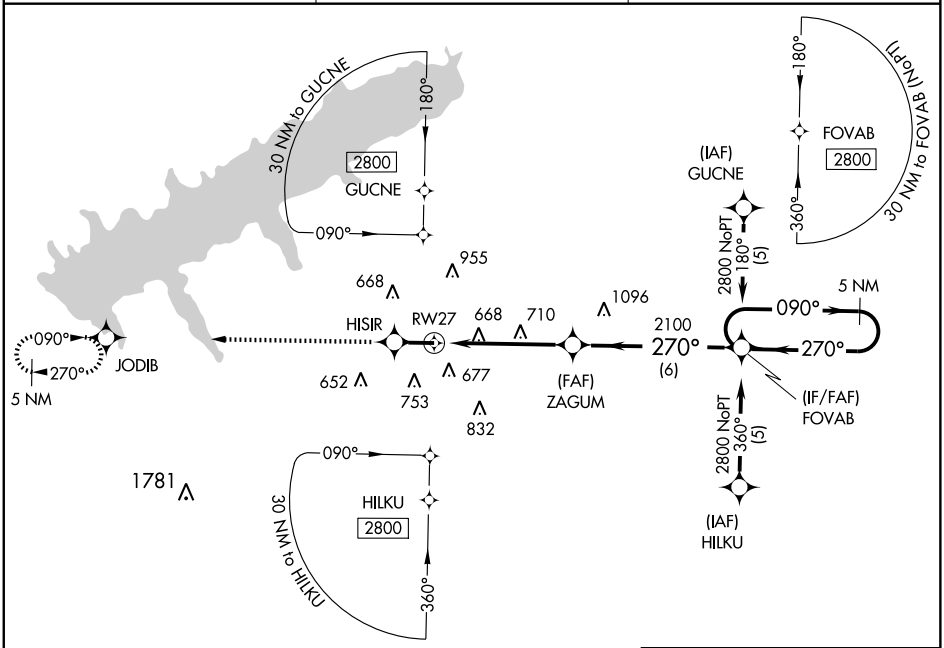
## OXFORD/ UNIVERSITY-OXFORD (UOX)

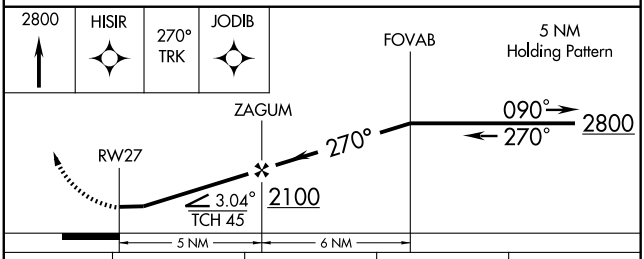
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all MDAs 100 feet.

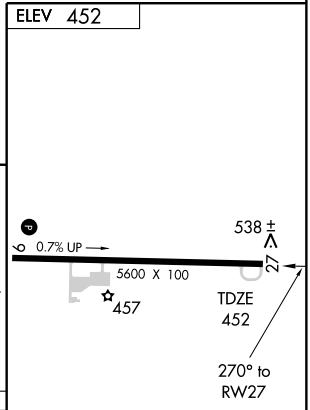
NA

MISSED APPROACH: Climb to 2800 direct HISIR and via 270° track to JODIB and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.725 | 128.5 381.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 | 508 (600-1) | 960-1½ | 508 (600-1½) |
| CIRCLING | 980-1 | 528 (600-1) | 1060-1¾ 608 (700-1¾) | 1060-2 608 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC HLI | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.4 | 182° | TDZE | N/A |
| Chan 71 | | Apt Elev | 452 |

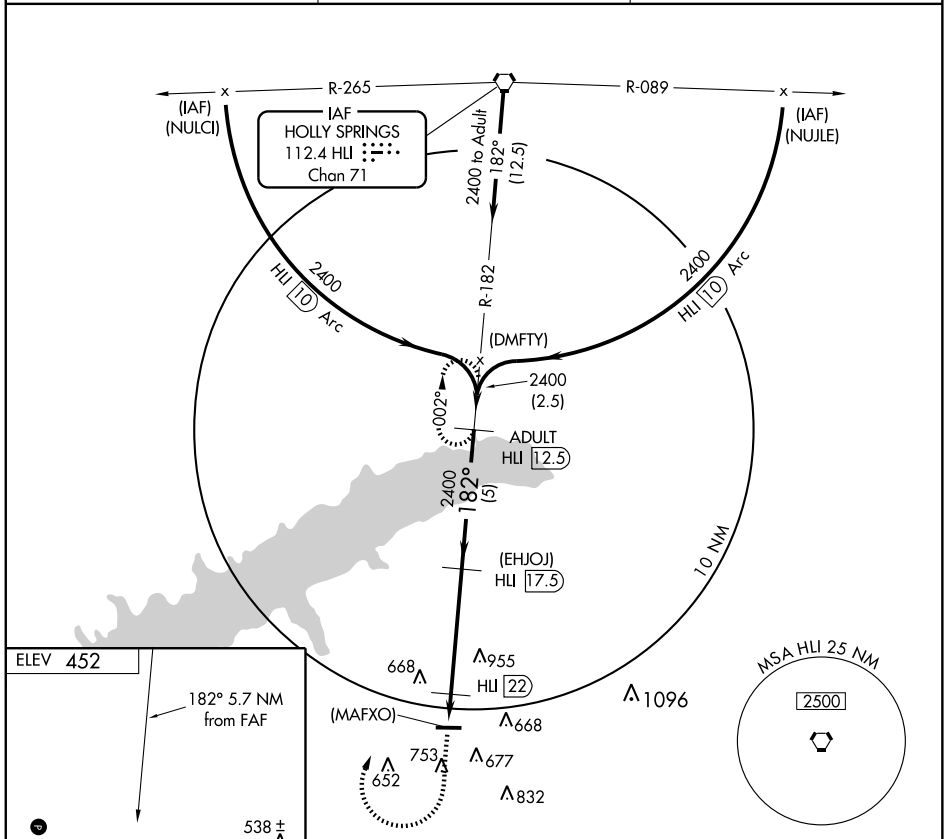
# VOR/DME or GPS-A

OXFORD/ UNIVERSITY-OXFORD (UOX)

NA

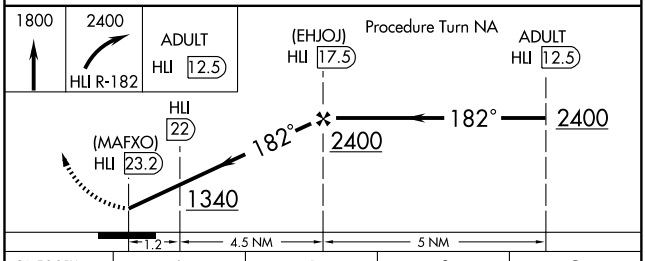
MISSED APPROACH: Climb to 1800 then climbing right turn to 2400 via HLI R-182 to ADULT 12.5 DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.725 | 128.5 381.4 | 123.0 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1240-1<br>788 (800-1) | 1240-1¼<br>788 (800-1¼) | 1240-2¼<br>788 (800-2¼) | 1240-2½<br>788 (800-2½) |

MIRL Rwy 9-27 L
REIL Rwy 27

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC I-PQL | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 110.1 | 165° | TDZE | 17 |
| | | Apt Elev | 17 |

# ILS or LOC RWY 17

PASCAGOULA/TRENT LOTT INTL (PQL)

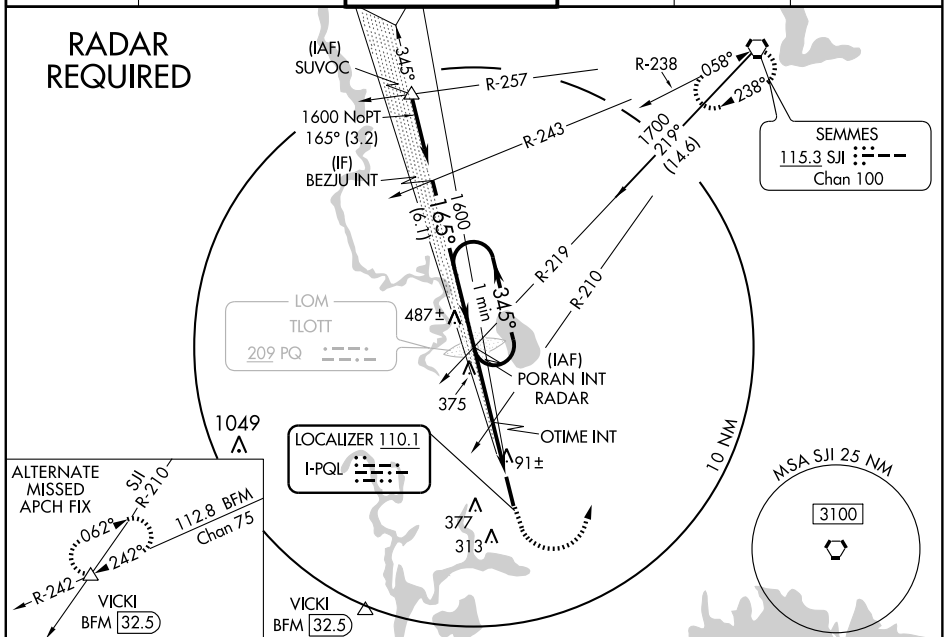
If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase DA to 292 and all MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

| ATIS | MOBILE APP CON * | TRENT LOTT TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.175 | 121.0 307.1 | 118.575 (CTAF) L | 121.725 | 121.725 | 122.8 |

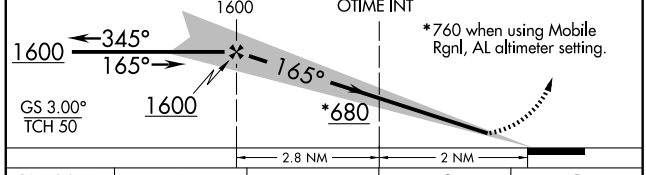
RADAR REQUIRED




One Minute Holding Pattern

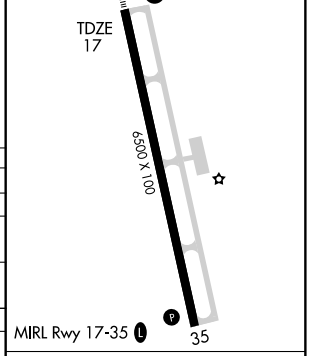
VGSI and ILS glidepath not coincident.

| 900 | 2000 | SJI |
|---|---|---|
| | | 115.3 |




*760 when using Mobile Rgnl, AL altimeter setting.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 217-½ 200 (200-½) | | | |
| S-LOC 17 | 680-½ 663 (700-½) | | 680-1¼ 663 (700-1¼) | 680-1½ 663 (700-1½) |
| CIRCLING | 680-1 663 (700-1) | | 680-1¾ 663 (700-1¾) | 680-2 663 (700-2) |
| OTIME FIX MINIMUMS | | | | |
| S-LOC 17 | 360-½ 343 (400-½) | | | 360-¾ 343 (400-¾) |
| CIRCLING | 480-1 463 (500-1) | 680-1 663 (700-1) | 680-1¾ 663 (700-1¾) | 680-2 663 (700-2) |




FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 58204 W17A | APP CRS 165° | Rwy Idg 6500<br>TDZE 17<br>Apt Elev 17 |
|---|---|---|

# RNAV (GPS) RWY 17

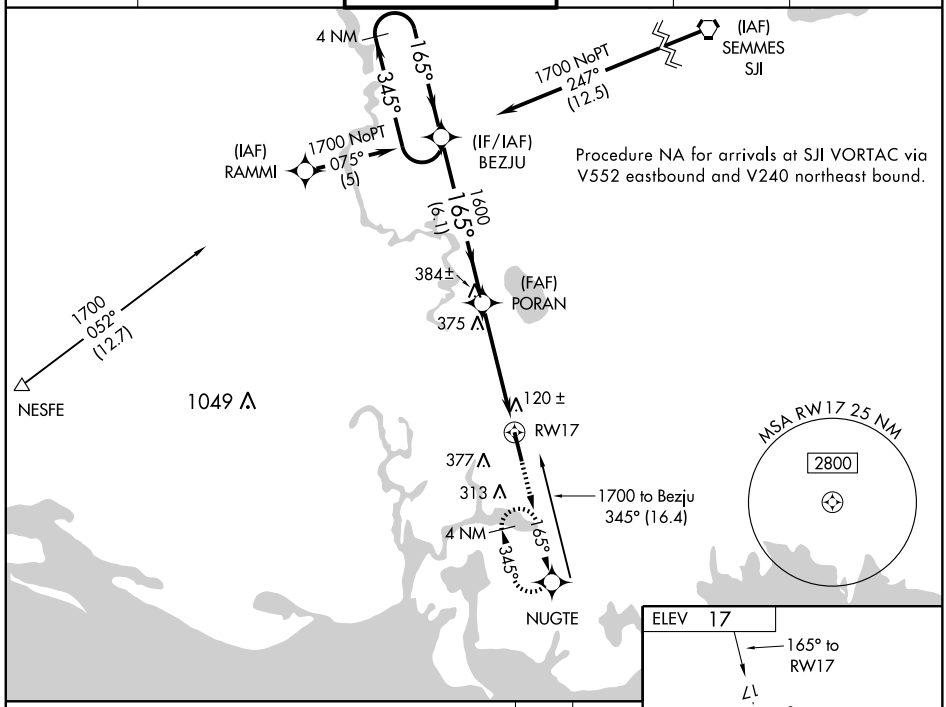
PASCAGOULA/TRENT LOTT INTL (PQL)

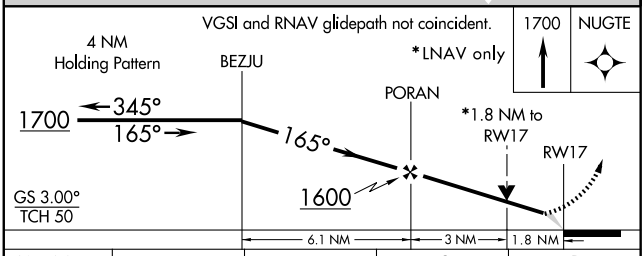
BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 292, LNAV/VNAV DA to 511, and all MDAs 80 feet. VDP NA when using Mobile Rgnl, AL altimeter setting.

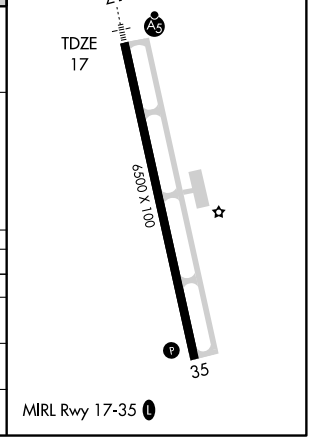
MALSR

MISSED APPROACH: Climb to 1700 direct NUGTE and hold.

| ATIS | MOBILE APP CON ★ | TRENT LOTT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.175 | 121.0 307.1 | 118.575 (CTAF) L | 121.725 | 121.725 | 122.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 217-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 436-1 419 (500-1) | | | |
| LNAV MDA | 640-½ 623 (700-½) | | 640-1¼ 623 (700-1¼) | 640-1½ 623 (700-1½) |
| CIRCLING | 640-1 623 (700-1) | 680-1 663 (700-1) | 680-1¾ 663 (700-1¾) | 680-2 663 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| CH 72904 | 345° | TDZE | 17 |
| W35A | | Apt Elev | 17 |

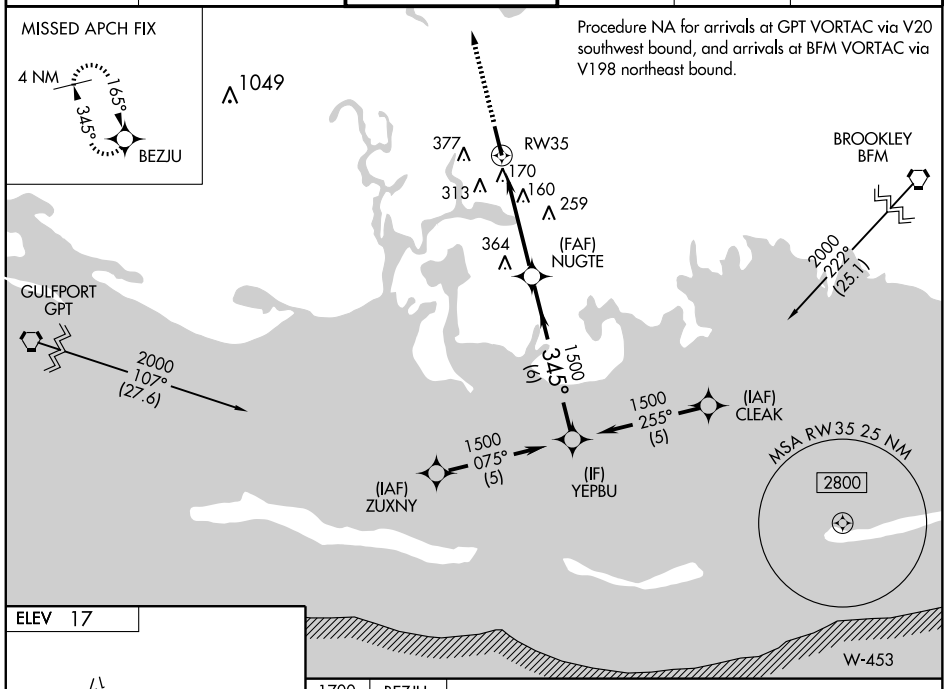
# RNAV (GPS) RWY 35

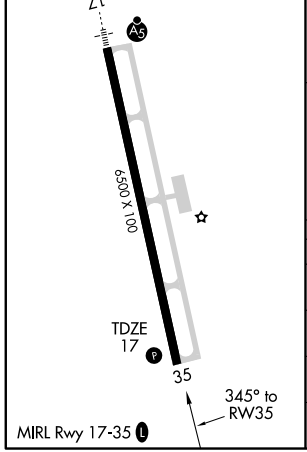
PASCAGOULA/TRENT LOTT INTL (PQL)

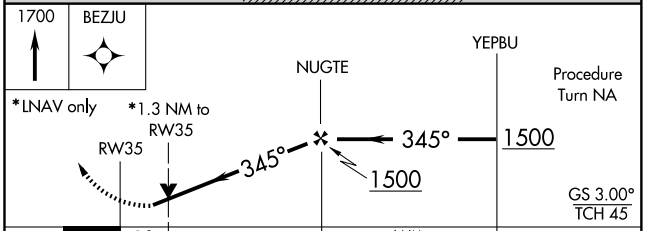
BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 398, LNAV/VNAV DA to 673, and all MDAs 80 feet. VDP NA when using Mobile Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 direct BEZJU and hold.

| ATIS | MOBILE APP CON ★ | TRENT LOTT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.175 | 121.0 307.1 | 118.575 (CTAF) L | 121.725 | 121.725 | 122.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 323-1 306 (400-1) | | | |
| LNAV/ VNAV DA | 598-2 581 (600-2) | | | |
| LNAV MDA | 480-1 463 (500-1) | | 480-1¼ 463 (500-1¼) | 480-1½ 463 (500-1½) |
| CIRCLING | 480-1 463 (500-1) | 680-1 663 (700-1) | 680-1¾ 663 (700-1¾) | 680-2 663 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC SJI | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.3 | 204° | TDZE | N/A |
| Chan 100 | | Apt Elev | 17 |

# VOR-A

PASCAGOULA/ TRENT LOTT INTL (PQL)

If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SJI VORTAC and hold.

| ATIS | MOBILE APP CON ★ | TRENT LOTT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.175 | 121.0 307.1 | 118.575 (CTAF) L | 121.725 | 121.725 | 122.8 |

Procedure NA for arrival on SJI VORTAC airway radials 219 CW 257.

IAF SEMMES 115.3 SJI Chan 100

058° 238° R-238 R-204 2000 204° (6)

(IF) PASCA INT SJI 6

R-271 112.8 BFM Chan 75

112.8 BFM Chan 75 R-256

1700 204° (6.2)

375 159± ALECA INT SJI 12.2

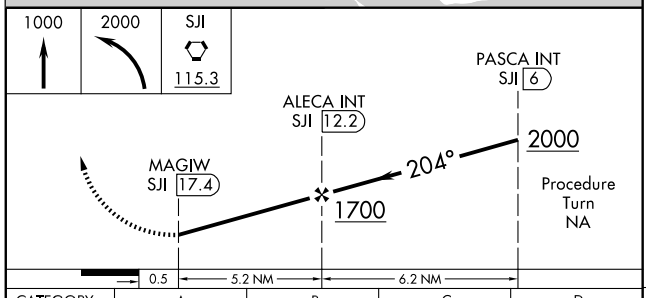
MSA SJI 25 NM 3100

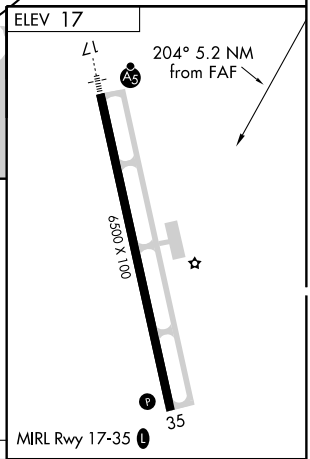
1049

MAGIW SJI 17.4

377 313

10 NM




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 700-1 | 683 (700-1) | 700-2 683 (700-2) | 700-2¼ 683 (700-2¼) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| NDB MPE | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 219 | 180° | TDZE | 454 |
| | | Apt Elev | 458 |

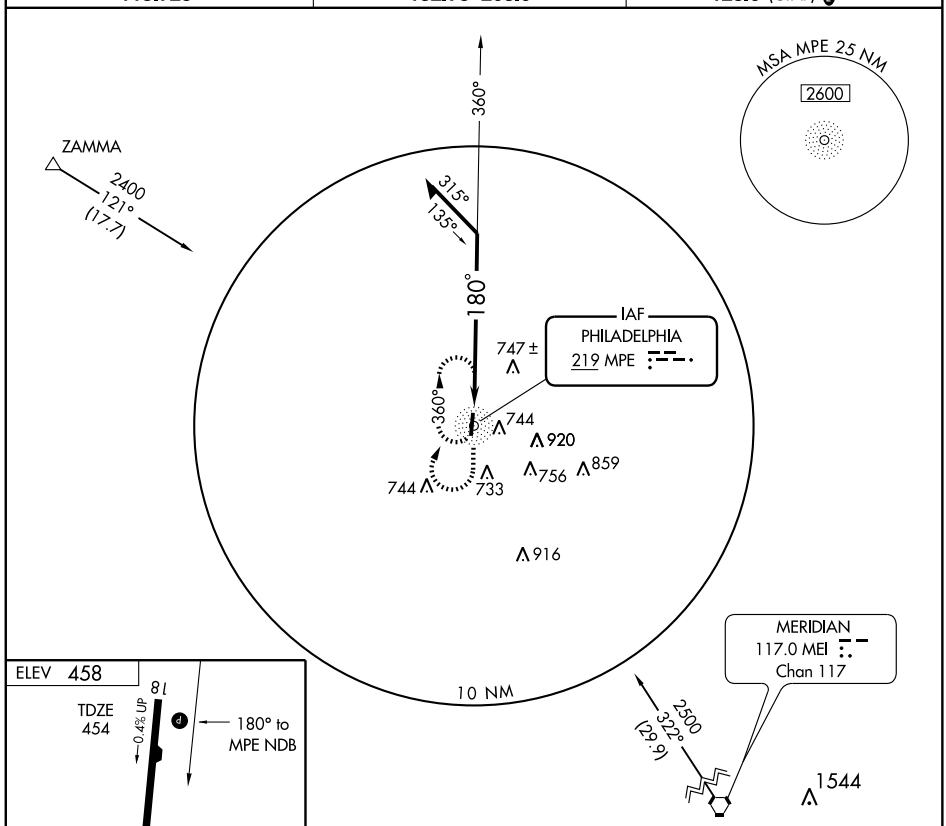
# NDB RWY 18

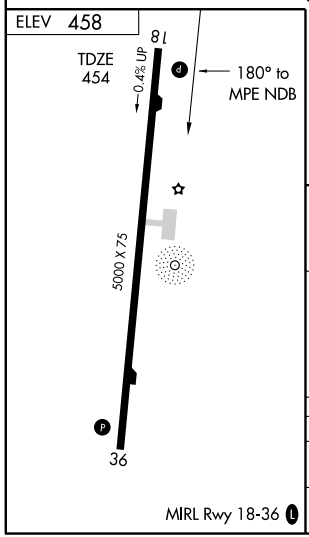
## PHILADELPHIA MUNI (MPE)

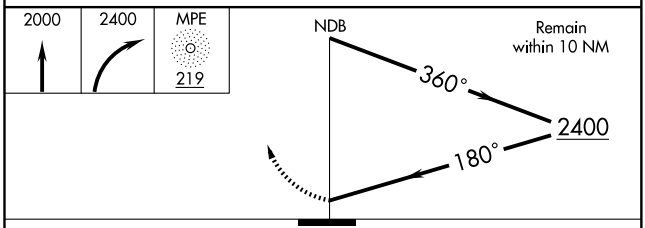
When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-18 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct MPE NDB and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.725 | 132.75 263.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1100-1 | 646 (700-1) | 1100-1¾ 646 (700-1¾) | NA |
| CIRCLING | 1100-1 | 642 (700-1) | 1100-1¾ 642 (700-1¾) | NA |

SC-4, 22 OCT 2009 to 19 NOV 2009

| NDB MPE | APP CRS | | |
|---|---|---|---|
| 219 | 015° | Rwy Idg | 5000 |
| | | TDZE | 458 |
| | | Apt Elev | 458 |

# NDB RWY 36

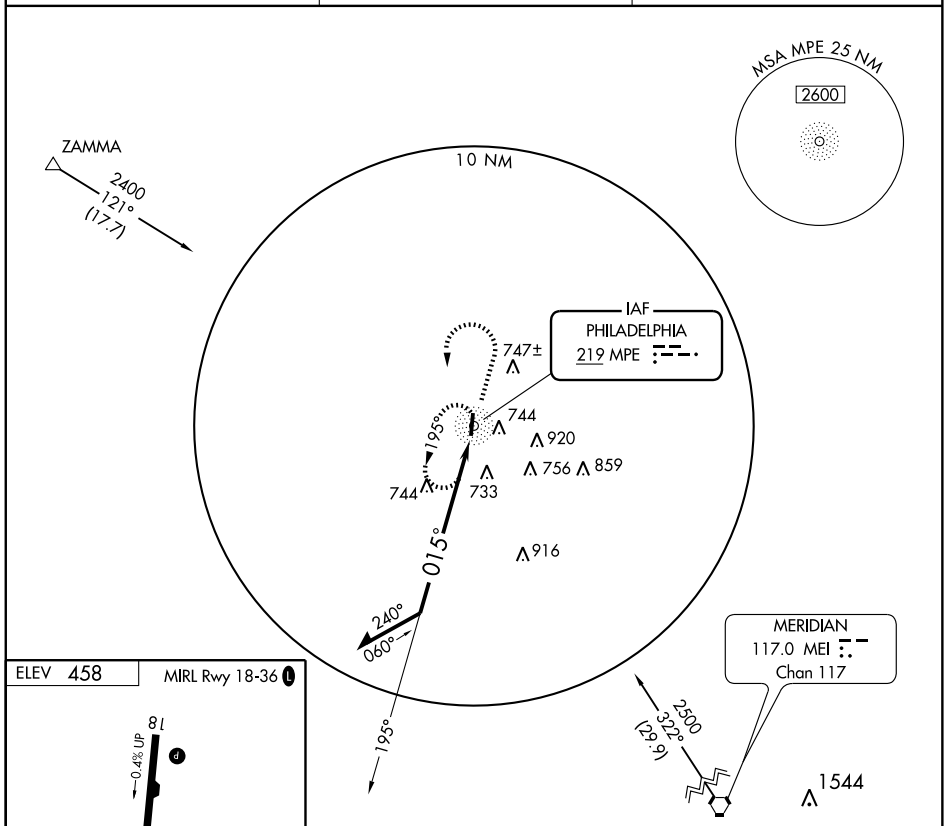
## PHILADELPHIA MUNI (MPE)

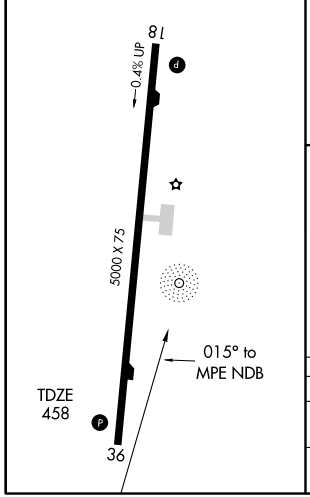
When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-36 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

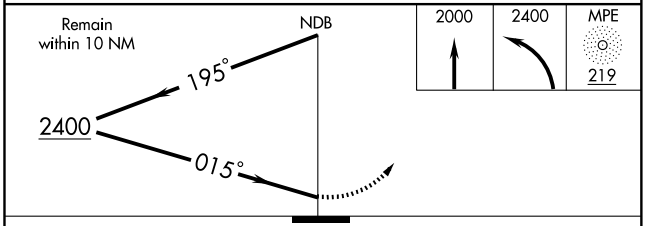
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct MPE NDB and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.725 | 132.75 263.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1140-1 | 682 (700-1) | 1140-2 682 (700-2) | NA |
| CIRCLING | 1140-1 | 682 (700-1) | 1140-2 682 (700-2) | NA |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 78115 W18A | 185° | Rwy Idg | 5000 |
| | | TDZE | 454 |
| | | Apt Elev | 458 |

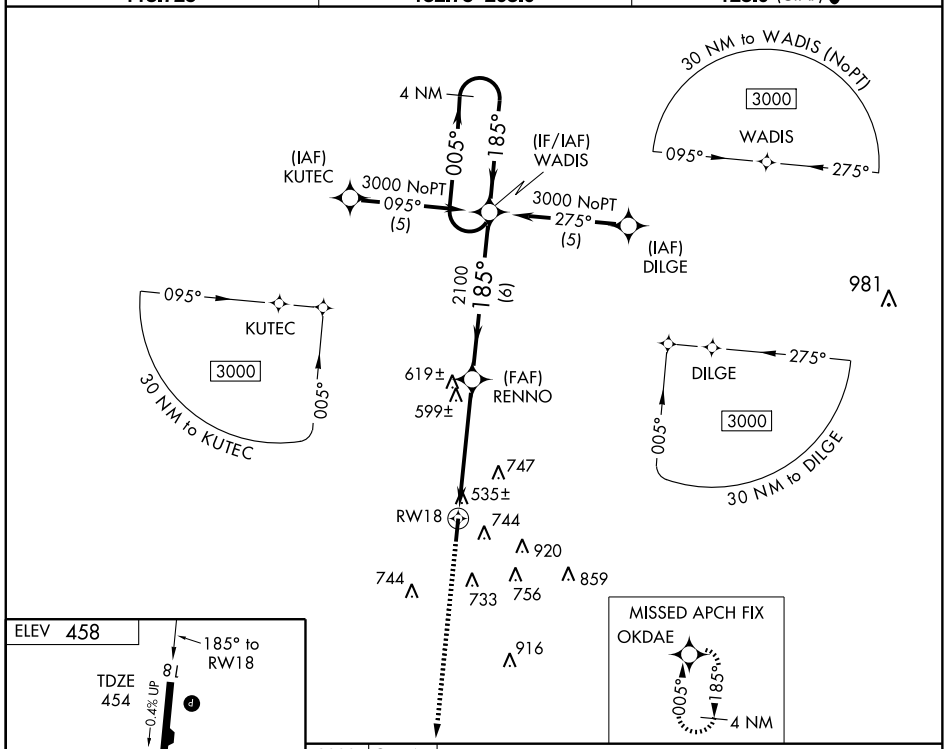
# RNAV (GPS) RWY 18

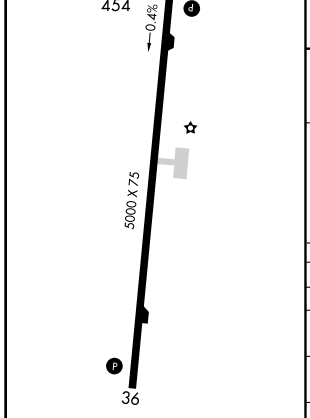
PHILADELPHIA MUNI (MPE)

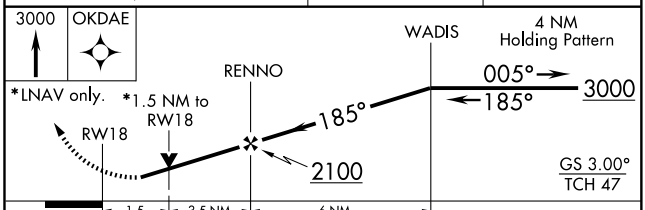
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct OKDAE and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.725 | 132.75 263.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 774-1¼ | 320 (400-1¼) | | |
| LNAV/VNAV DA | 850-1½ | 396 (400-1½) | | |
| LNAV MDA | 960-1 | 506 (600-1) | 960-1½ | 506 (600-1½) |
| CIRCLING | 1060-1 | 602 (700-1) | 1060-1¾ 602 (700-1¾) | 1060-2 602 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 48915 | 005° | TDZE | 458 |
| W36A | | Apt Elev | 458 |

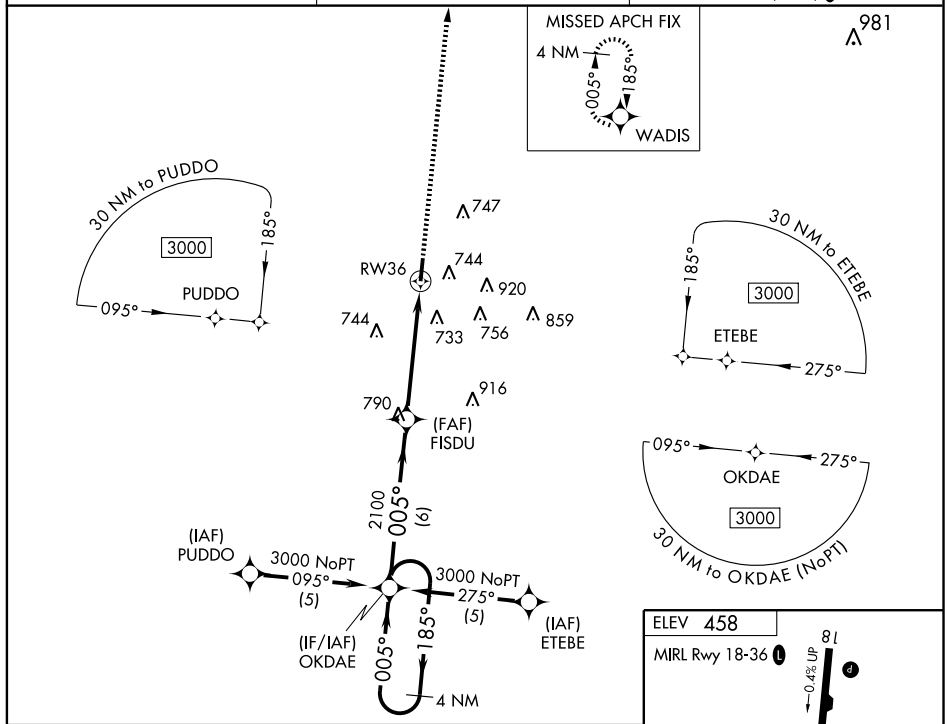
# RNAV (GPS) RWY 36

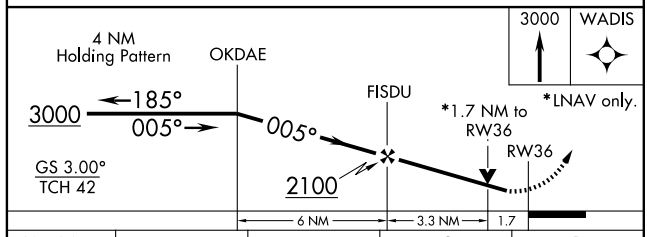
## PHILADELPHIA MUNI (MPE)

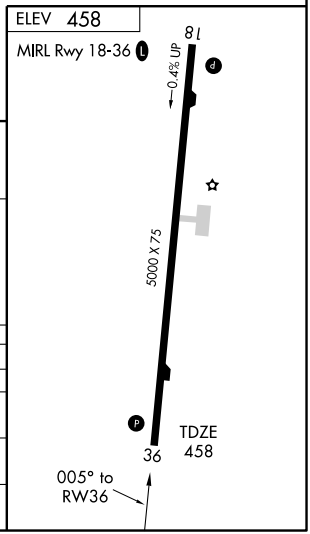
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct WADIS and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.725 | 132.75 263.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 838-1¼ 380 (400-1¼) | | | |
| LNAV/ VNAV DA | 1107-2¼ 649 (700-2¼) | | | |
| LNAV MDA | 1040-1 582 (600-1) | | 1040-1½ 582 (600-1½) | 1040-1¾ 582 (600-1¾) |
| CIRCLING | 1060-1 602 (700-1) | | 1060-1¾ 602 (700-1¾) | 1060-2 602 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg 5000 |
|---|---|---|
| CH 99310 | 179° | TDZE 55 |
| W18A | | Apt Elev 55 |

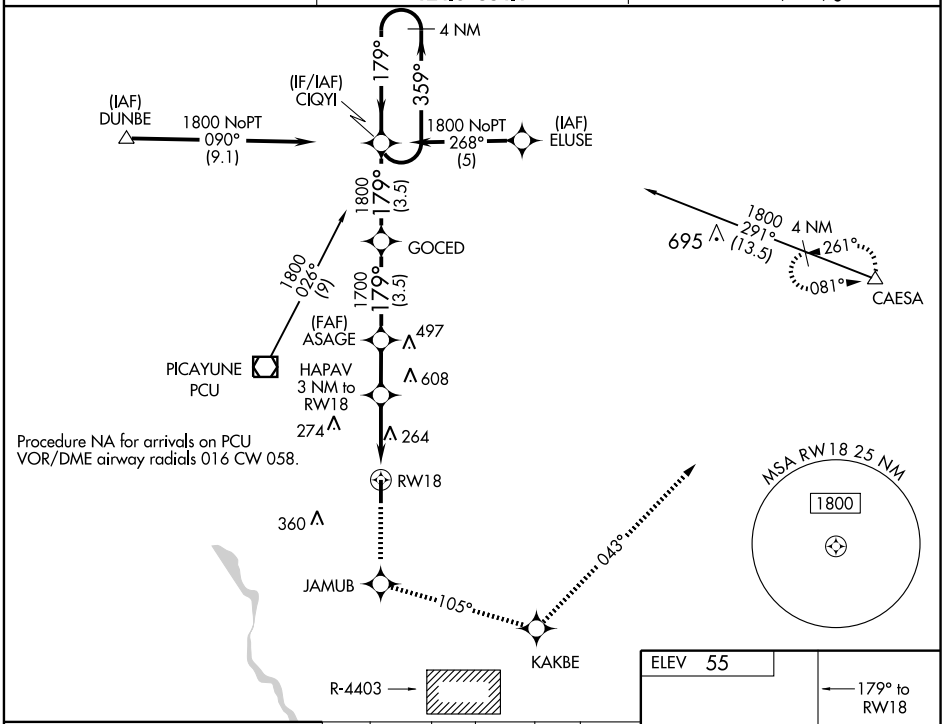
# RNAV (GPS) RWY 18

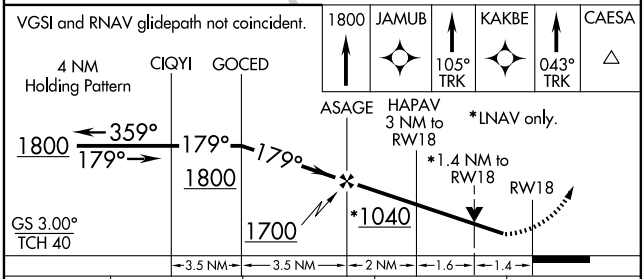
PICAYUNE MUNI (MJD)

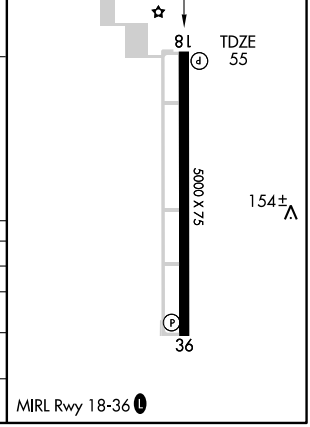
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet and visibility LNAV Cat C ¼ mile. VDP and Baro-VNAV NA when using Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct JAMUB and via 105° track to KAKBE and via 043° track to CAESA and hold.

| AWOS-3 | GULFPORT APP CON | UNICOM |
|---|---|---|
| 119.075 | 124.6 354.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 379-1¼ | | 324 (400-1¼) | |
| LNAV/VNAV DA | 586-2 | | 531 (600-2) | |
| LNAV MDA | 520-1 | 465 (500-1) | 520-1¼ 465 (500-1¼) | 520-1½ 465 (500-1½) |
| CIRCLING | 520-1 465 (500-1) | 580-1 525 (600-1) | 580-1½ 525 (600-1½) | 640-2 585 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 42909 | 359° | TDZE | 54 |
| W36A | | Apt Elev | 55 |

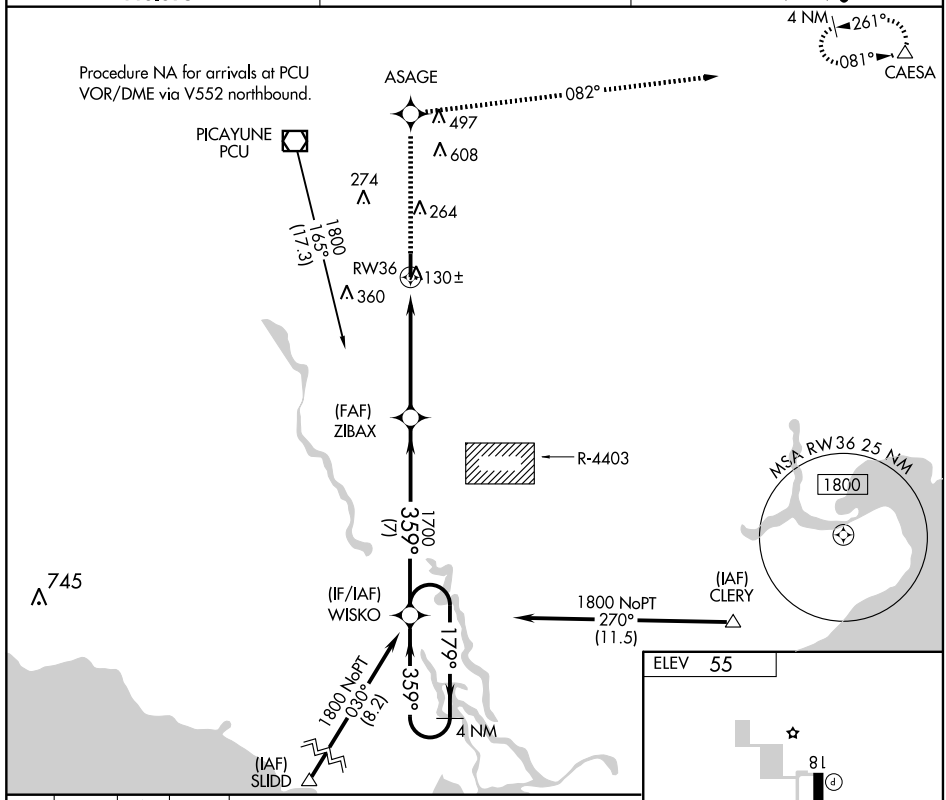
# RNAV (GPS) RWY 36

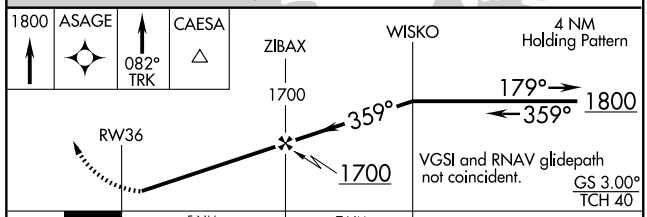
PICAYUNE MUNI (MJD)

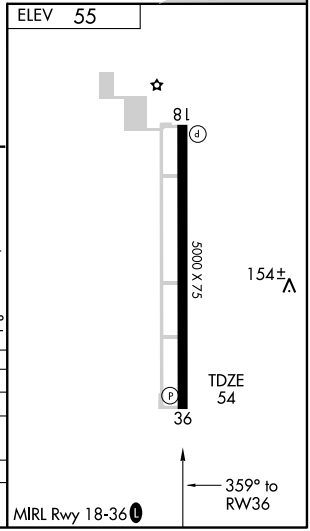
Baro-VNAV NA when using Stennis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat D ¼ mile.

MISSED APPROACH: Climb to 1800 direct ASAGE and via 082° track to CAESA and hold.

| AWOS-3 | GULFPORT APP CON | UNICOM |
|---|---|---|
| 119.075 | 124.6 354.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 304-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 400-1¼ | 346 (400-1¼) | |
| LNAV MDA | | 380-1 | 326 (400-1) | |
| CIRCLING | 460-1 405 (500-1) | 580-1 525 (600-1) | 580-1½ 525 (600-1½) | 640-2 585 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VOR/DME PCU | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 112.2 | 132° | TDZE | N/A |
| Chan 59 | | Apt Elev | 56 |

# VOR-A

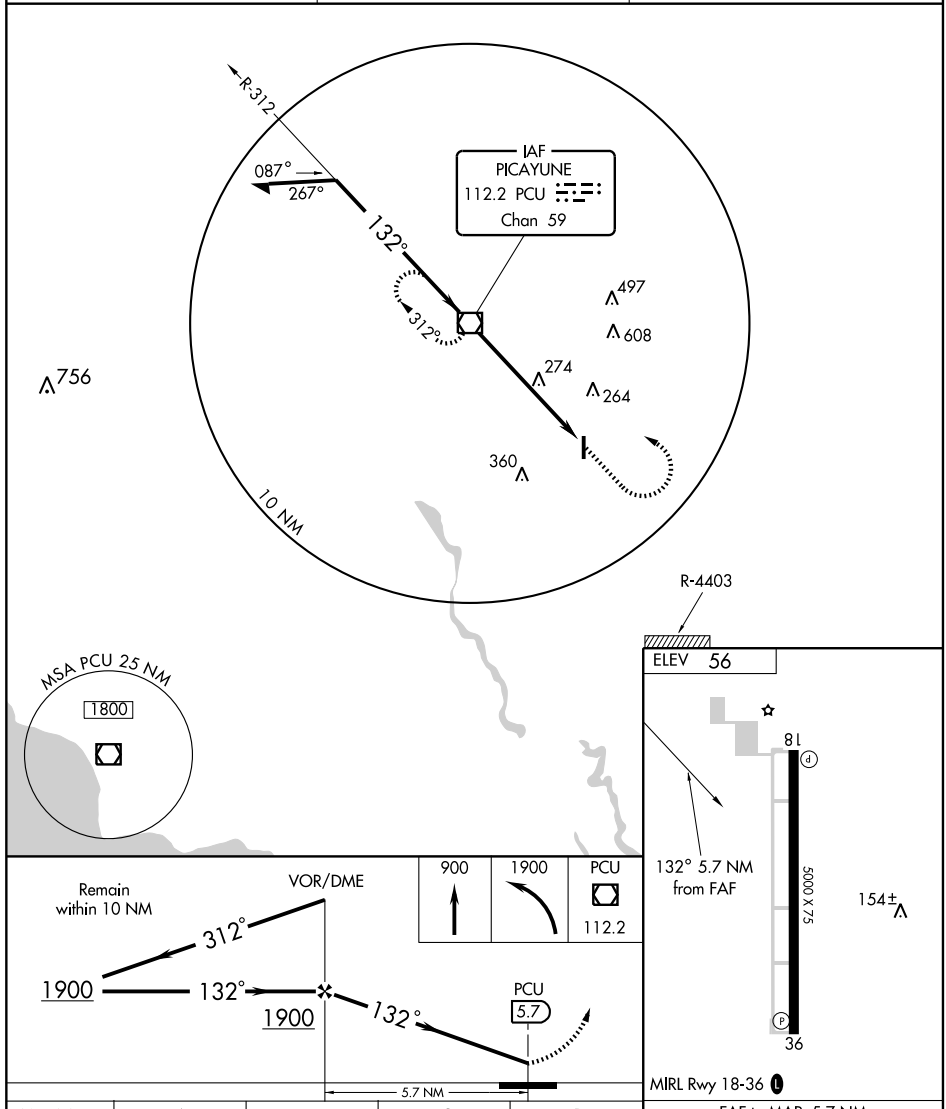
## PICAYUNE MUNI (MJD)

NA

Use Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 1900 direct PCU VOR/DME and hold.

| AWOS-3 | GULFPORT APP CON | UNICOM |
|---|---|---|
| 119.075 | 124.6 354.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 540-1<br>484 (500-1) | 600-1<br>544 (600-1) | 600-1½<br>544 (600-1½) | 620-2<br>564 (600-2) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 3197 |
|---|---|---|---|
| CH 90408 | 123° | TDZE | 455 |
| W12A | | Apt Elev | 455 |

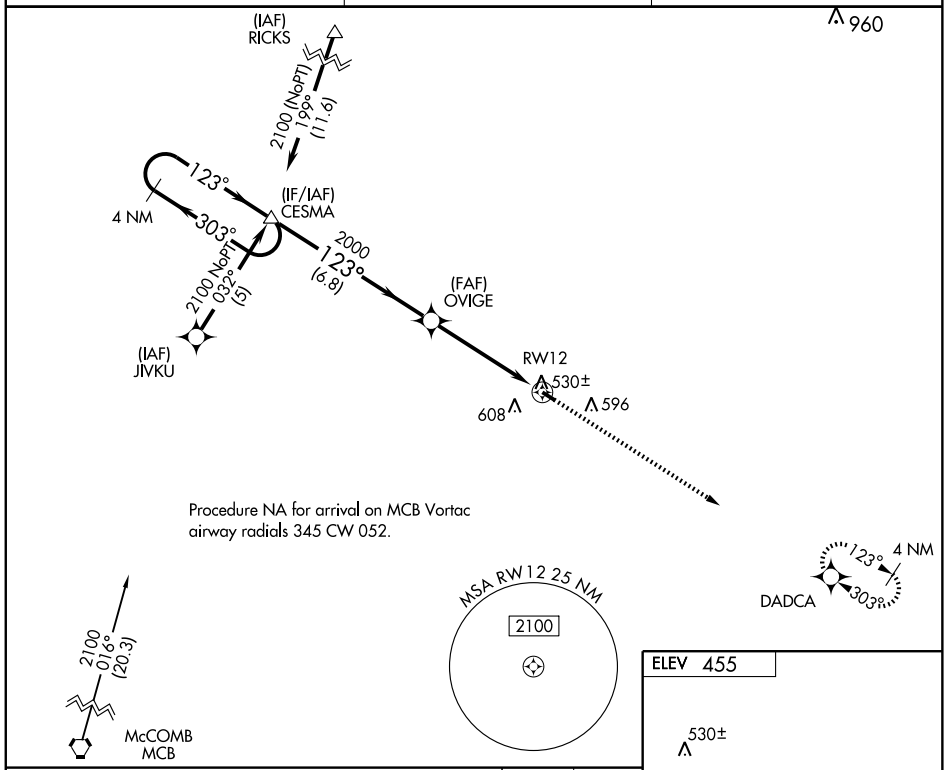
# RNAV (GPS) RWY 12

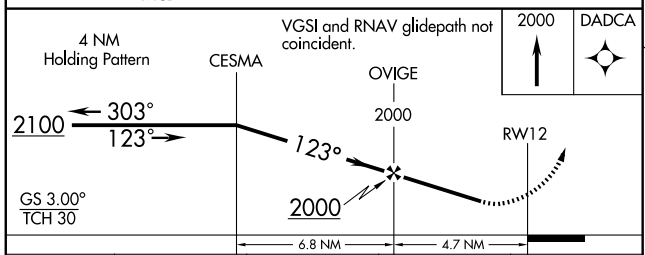
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

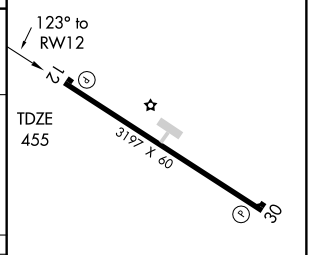
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting.

MISSED APPROACH: Climb to 2000 direct DADCA and hold.

| HATTIESBURG-LAUREL REGIONAL AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 122.8 (CTAF) 121.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 824-1¼ 369 (400-1¼) | | | NA |
| LNAV MDA | 880-1 425 (500-1) | | 880-1¼ 425 (500-1¼) | NA |
| CIRCLING | 1020-1 565 (600-1) | | 1020-1½ 565 (600-1½) | NA |

MIRL Rwy 12-30 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 61208 W30A | APP CRS 303° | Rwy Idg 3197<br>TDZE 455<br>Apt Elev 455 |
|---|---|---|

# RNAV (GPS) RWY 30

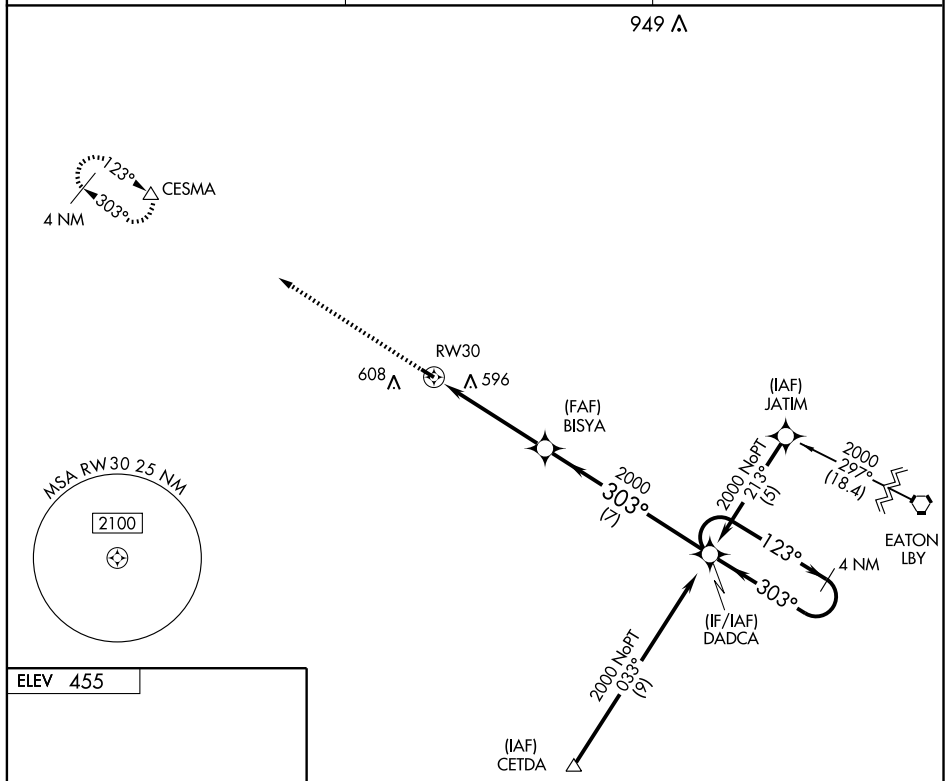
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

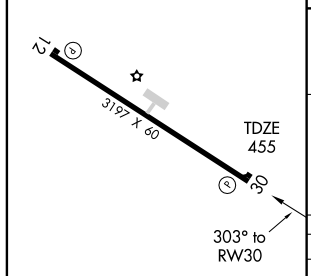
NA

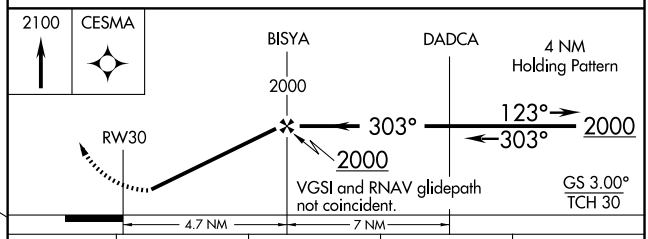
MISSED APPROACH: Climb to 2100 direct CESMA and hold.

| HATTIESBURG-LAUREL REGIONAL AWOS-3 128.325 | HOUSTON CENTER 126.8 327.8 | UNICOM 122.8 (CTAF) 121.9 L |
|---|---|---|




ELEV 455




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 866-1½ 411 (500-1½) | | | NA |
| LNAV MDA | 940-1 485 (500-1) | | 940-1¼ 485 (500-1¼) | NA |
| CIRCLING | 1020-1 565 (600-1) | | 1020-1½ 565 (600-1½) | NA |

MIRL Rwy 12-30 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| NDB RYB 375 | APP CRS 131° | Rwy Idg 5501<br>TDZE 243<br>Apt Elev 246 |
|---|---|---|

# NDB RWY 12

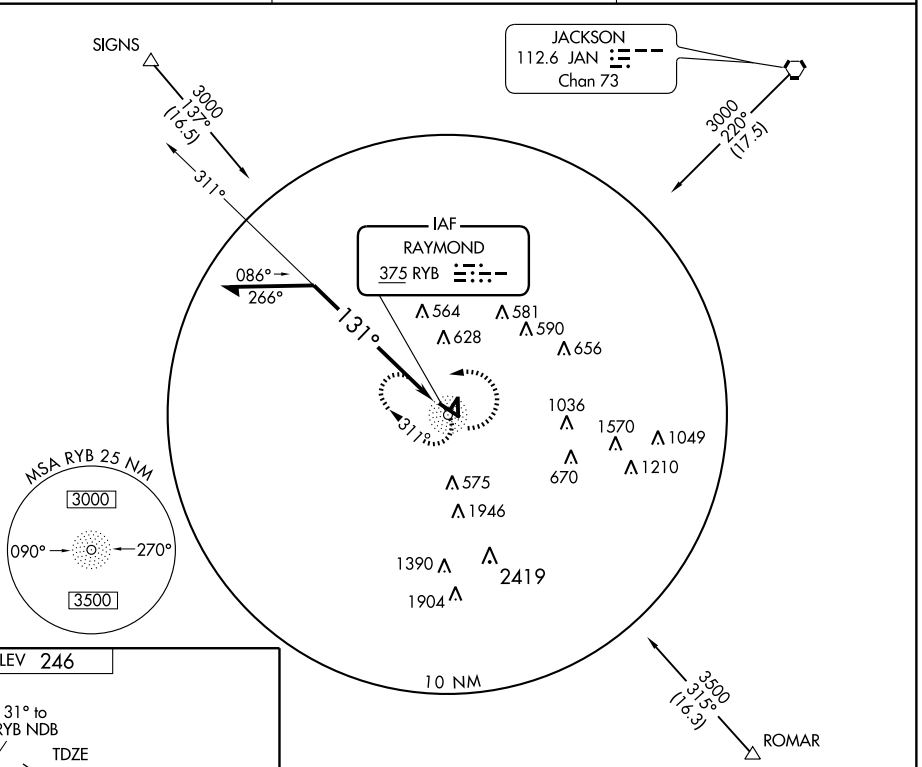
RAYMOND/ JOHN BELL WILLIAMS (M16)

Use Jackson altimeter setting.

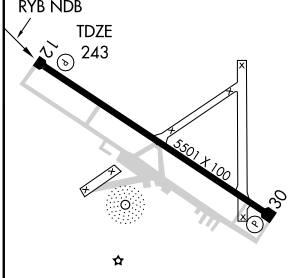
NA

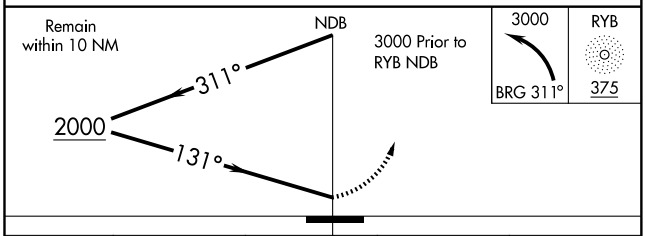
MISSED APPROACH: Climbing left turn to 3000 via 311° bearing from RYB NDB then direct RYB NDB and hold.

| AWOS-3 | JACKSON APP CON * | UNICOM |
|---|---|---|
| 118.675 | 125.25 319.2 | 122.8 (CTAF) L |




CAUTION: Numerous towers north, east and south of airport.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 940-1 | 697 (700-1) | 940-2<br>697 (700-2) | 940-2¼<br>697 (700-2¼) |
| CIRCLING | 940-1 | 694 (700-1) | 940-2<br>694 (700-2) | 1060-2¾<br>814 (900-2¾) |

MIRL Rwy 12-30 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 50205 W12A | APP CRS 120° | Rwy Idg 5501 TDZE 244 Apt Elev 247 |
|---|---|---|

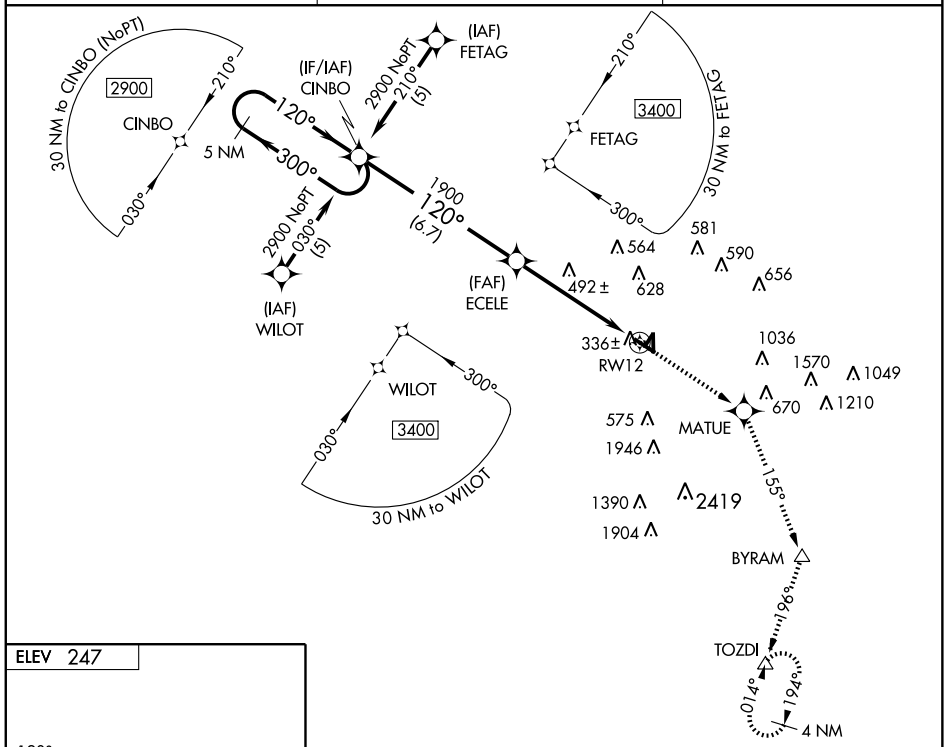
# RNAV (GPS) RWY 12

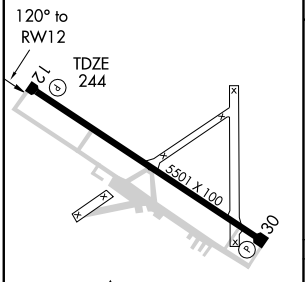
RAYMOND/JOHN BELL WILLIAMS (M16)

Circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). BARO-VNAV NA when using Hawkins altimeter setting. VDP NA when using Hawkins altimeter setting. DME/DME RNP-0.3 NA.

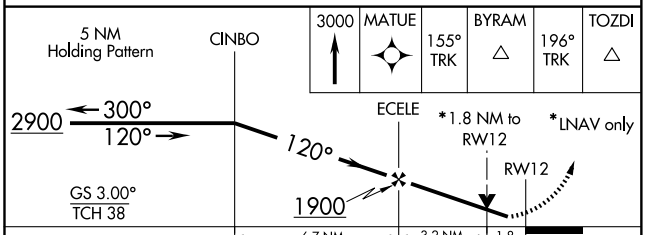
MISSED APPROACH: Climb to 3000 direct MATUE and via 155° track to BYRAM and via 196° track to TOZDI and hold.

| AWOS-3 | JACKSON APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 125.25 319.2 | 122.8 (CTAF) L |




MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 516-1 | 272 (300-1) | | |
| LNAV/VNAV DA | 770-2 | 526 (600-2) | | |
| LNAV MDA | 840-1 | 596 (600-1) | 840-1½ 596 (600-1½) | 840-1¾ 596 (600-1¾) |
| CIRCLING | 840-1 | 593 (600-1) | 840-1½ 593 (600-1½) | 1060-2¾ 813 (900-2¾) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 5501 |
|---|---|---|
| 301° | TDZE | 247 |
| | Apt Elev | 247 |

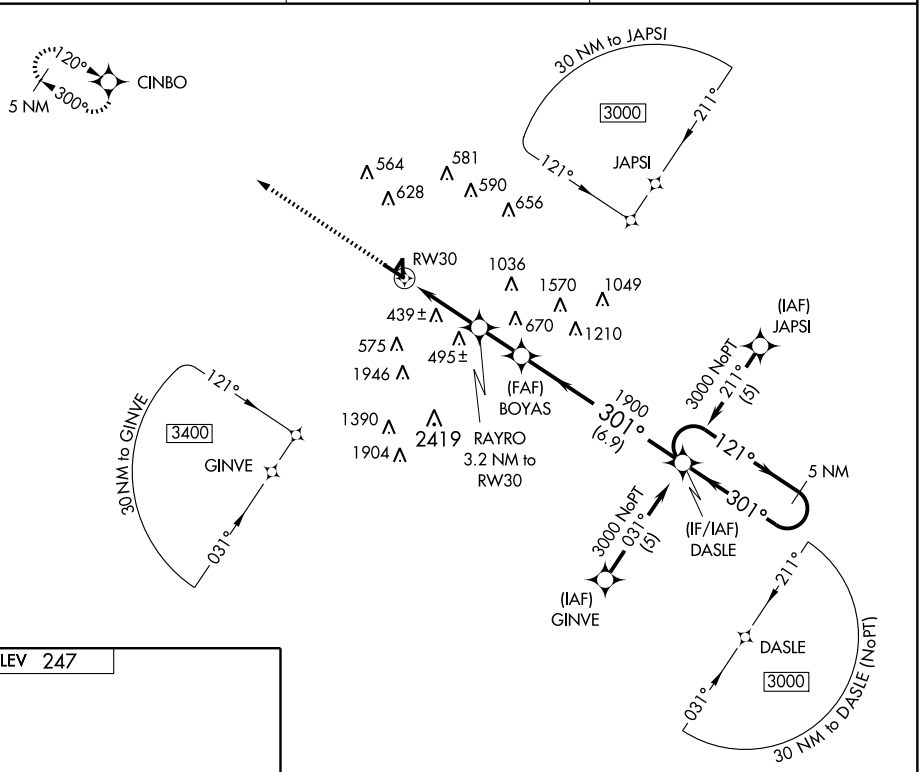
# RNAV (GPS) RWY 30

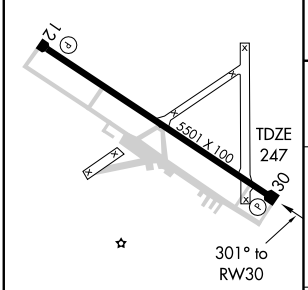
RAYMOND/JOHN BELL WILLIAMS (M16)

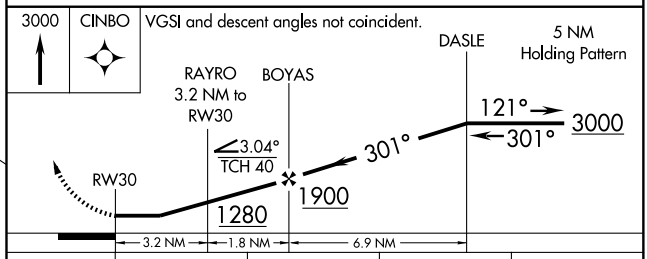
Straight in and circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct CINBO and hold.

| AWOS-3 | JACKSON APP CON★ | UNICOM |
|---|---|---|
| 118.675 | 125.25 319.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 | 453 (500-1) | 700-1¼ 453 (500-1¼) | 700-1½ 453 (500-1½) |
| CIRCLING | 800-1 | 553 (600-1) | 800-1½ 553 (600-1½) | 1060-2¾ 813 (900-2¾) |

MIRL Rwy 12-30 L

SC-4, 22 OCT 2009 to 19 NOV 2009

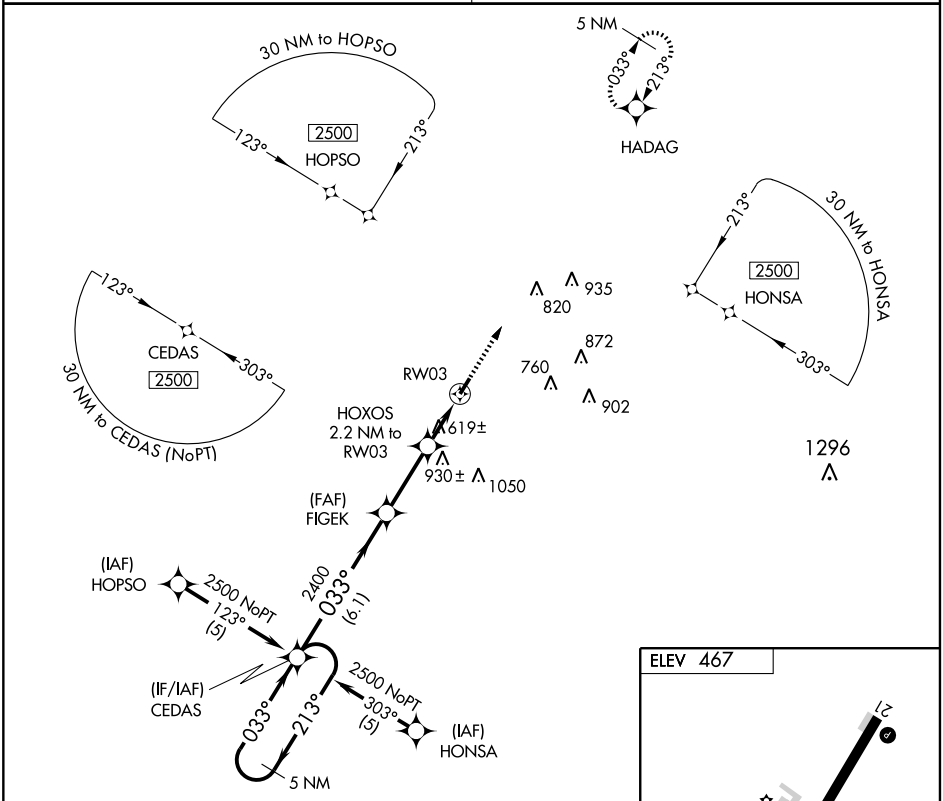
| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 033° | TDZE | 458 |
| | Apt Elev | 467 |

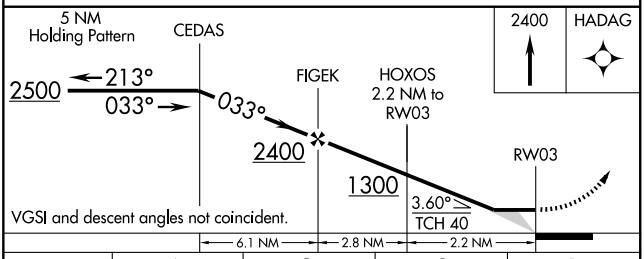
# RNAV (GPS) RWY 3
RIPLEY (25M)

▼ NA — DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received procedure NA.

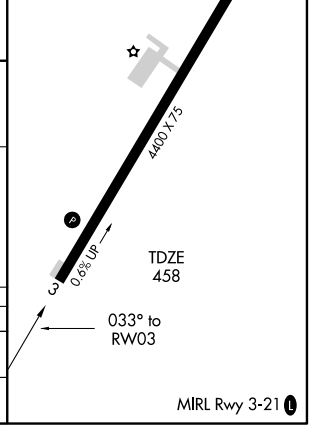
MISSED APPROACH: Climb to 2400 direct HADAG and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.9 260.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 | 482 (500-1) | 940-1¼ 482 (500-1¼) | NA |
| CIRCLING | 1060-1 | 593 (600-1) | 1080-1¾ 613 (700-1¾) | NA |




SC-4, 22 OCT 2009 to 19 NOV 2009

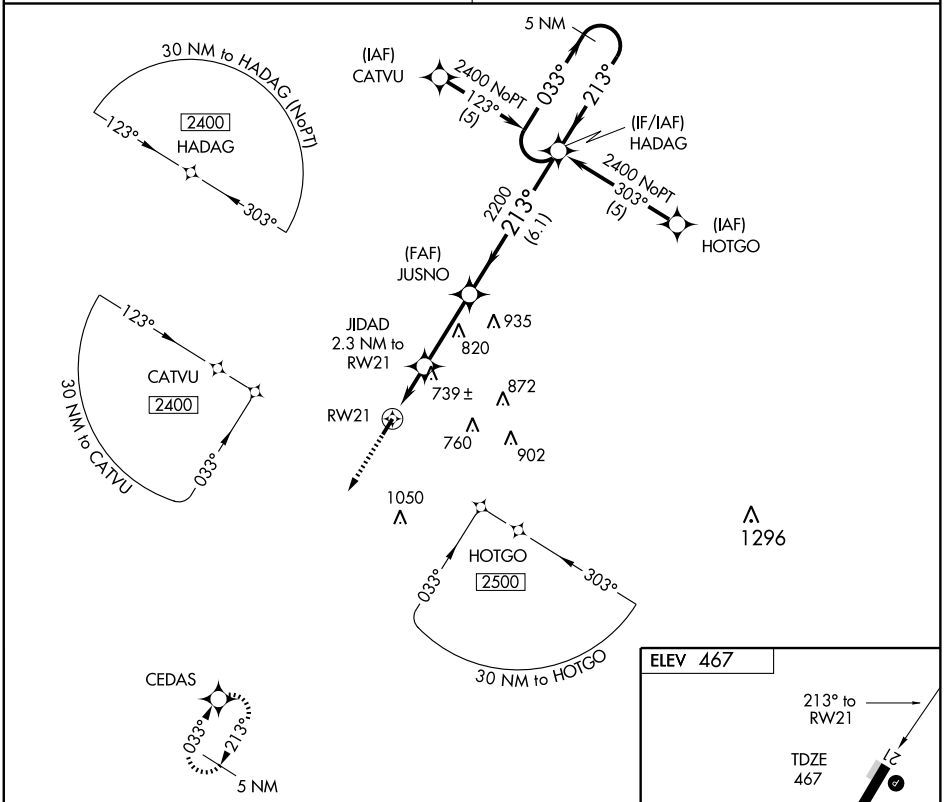
| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 213° | TDZE | 467 |
| | Apt Elev | 467 |

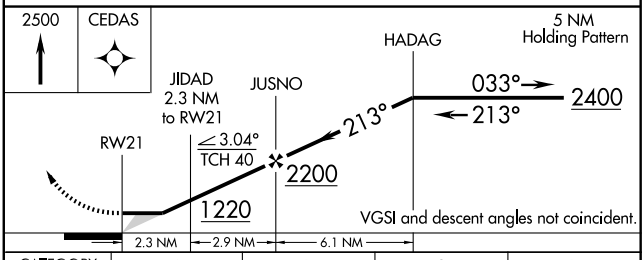
# RNAV (GPS) RWY 21
RIPLEY (25M)

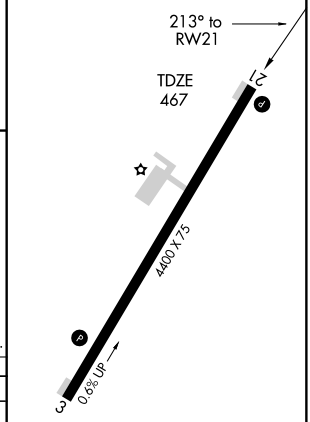
DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.9 260.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 | 593 (600-1) | 1060-1½<br>593 (600-1½) | NA |
| CIRCLING | 1060-1 | 593 (600-1) | 1080-1¾<br>613 (700-1¾) | NA |

MIRL Rwy 3-21 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC HLI 112.4 Chan 71 | APP CRS 094° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 467 |
|---|---|---|

# VOR/DME-A

RIPLEY (25M)

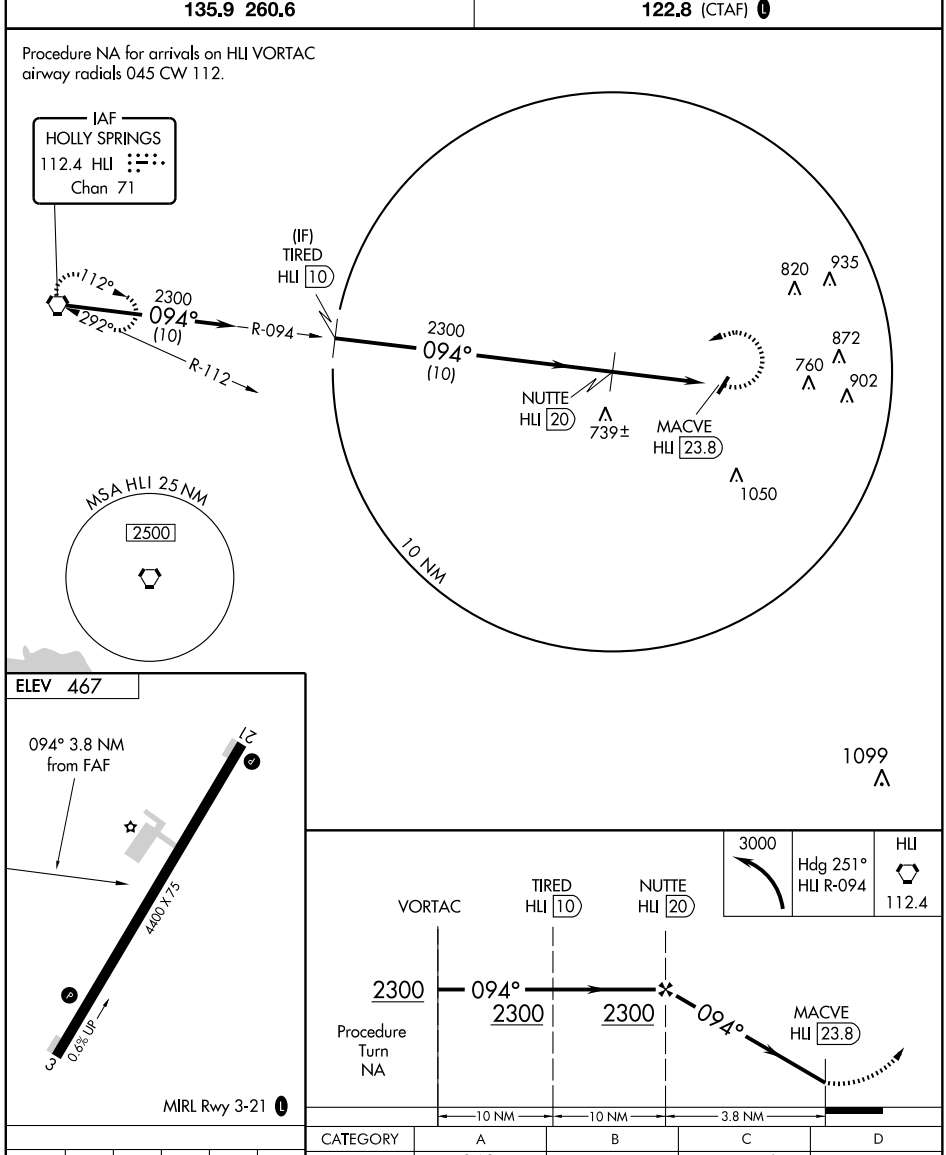
Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.9 260.6 | 122.8 (CTAF) L |

Procedure NA for arrivals on HLI VORTAC airway radials 045 CW 112.




ELEV 467




MIRL Rwy 3-21 L




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1<br>593 (600-1) | 1060-1¼<br>593 (600-1¼) | 1080-1¾<br>613 (700-1¾) | 1100-2<br>633 (700-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| VORTAC IGB 116.2 Chan 109 | APP CRS 269° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 250 |
|---|---|---|

# VOR or GPS-B

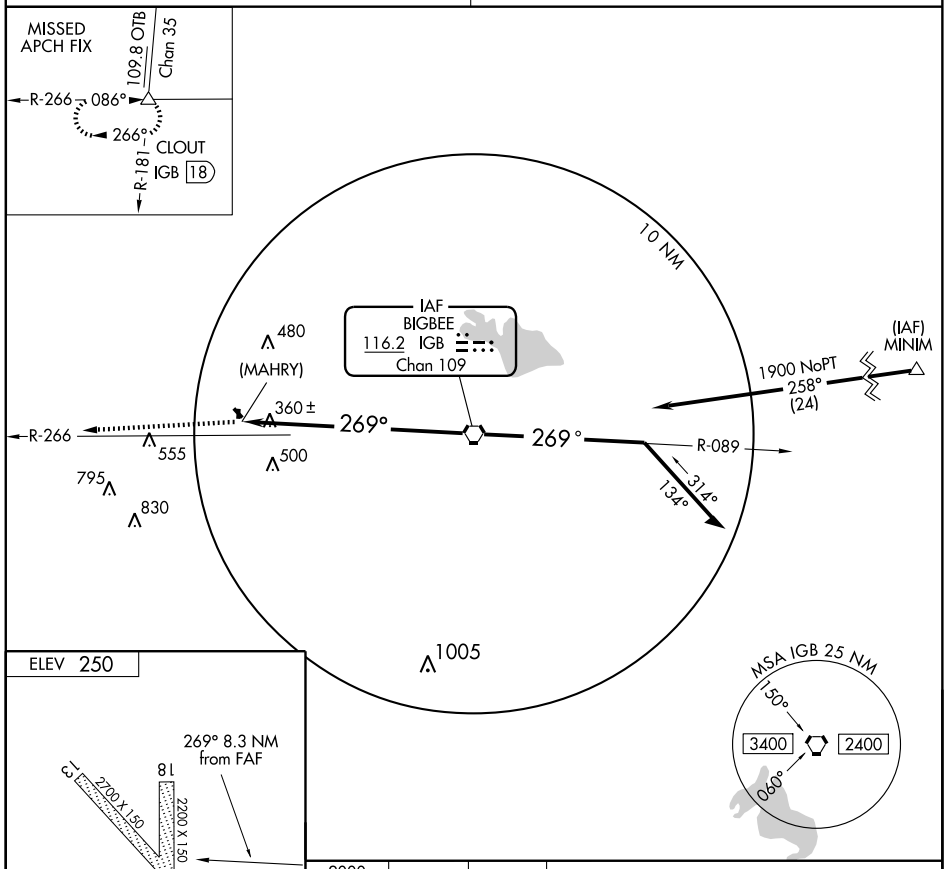
STARKVILLE/ OKTIBBEHA (M51)

Use Columbus altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 2000 via IGB R-266 to CLOUT Int and hold.

COLUMBUS APP CON ★ 135.6 323.275

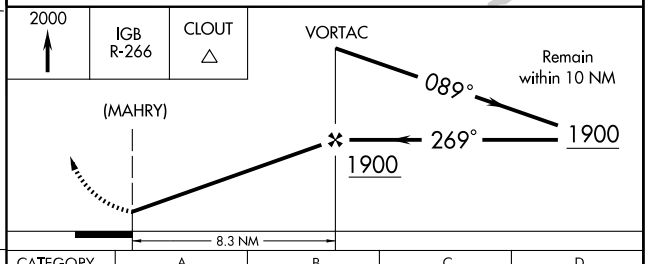
UNICOM 122.8 (CTAF)










| FAF to MAP 8.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:18 | 5:32 | 4:09 | 3:19 | 2:46 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 780-1 530 (600-1) | | NA | |

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC/DME I-STF | APP CRS | Rwy Idg | 5550 |
|---|---|---|---|
| 109.9 | 360° | TDZE | 326 |
| Chan 36 | | Apt Elev | 333 |

# LOC/DME RWY 36

STARKVILLE/ GEORGE M. BRYAN (STF)

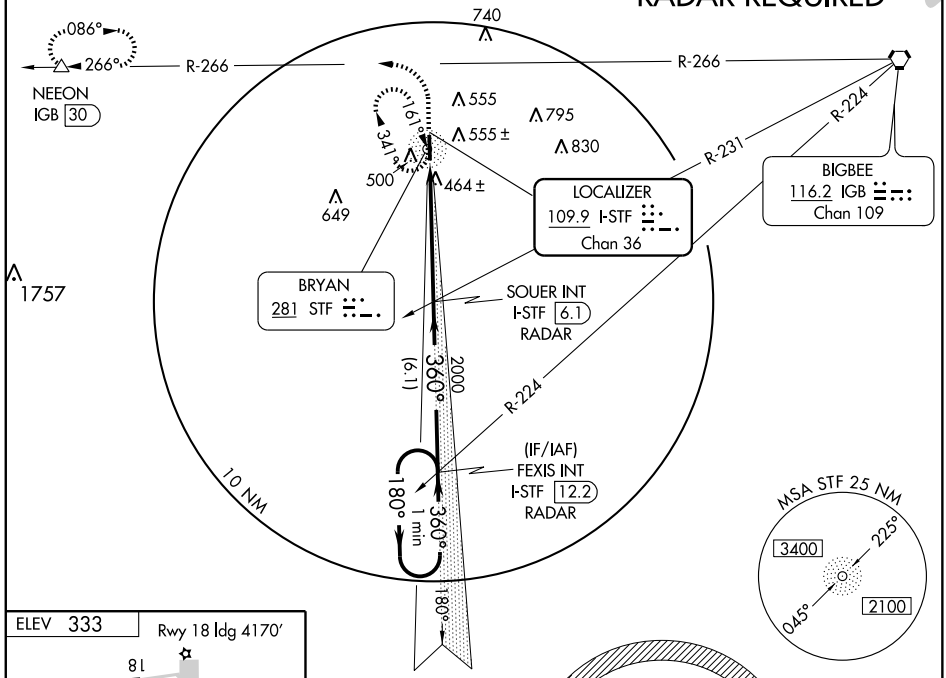
If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet. DME required. Visibility reduction by helicopters NA.

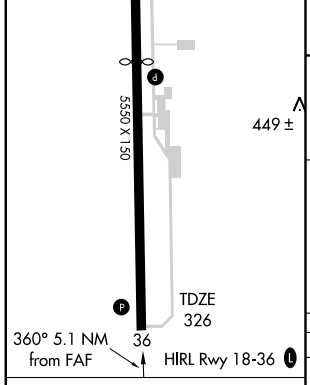
NA

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 via heading 300° and IGB R-266 to NEEON/IGB 30 DME and hold.

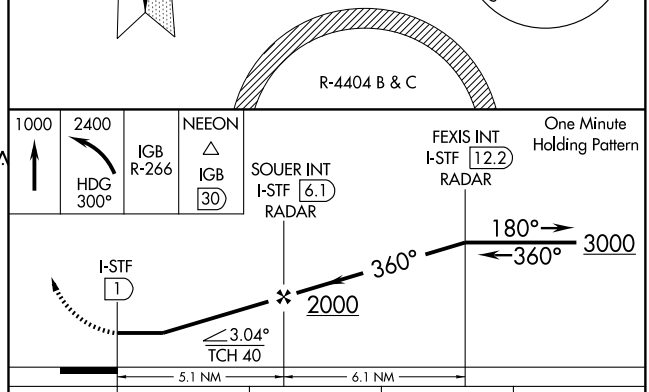
| AWOS-3 | COLUMBUS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 135.6 323.275 | 126.25 | 122.7 (CTAF) L |

## RADAR REQUIRED




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 720-1 394 (400-1) | | | 720-1¼ 394 (400-1¼) |
| CIRCLING | 920-1 587 (600-1) | | 920-1½ 587 (600-1½) | 920-2 587 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| NDB STF 281 | APP CRS 161° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 332 |
|---|---|---|

# NDB-C

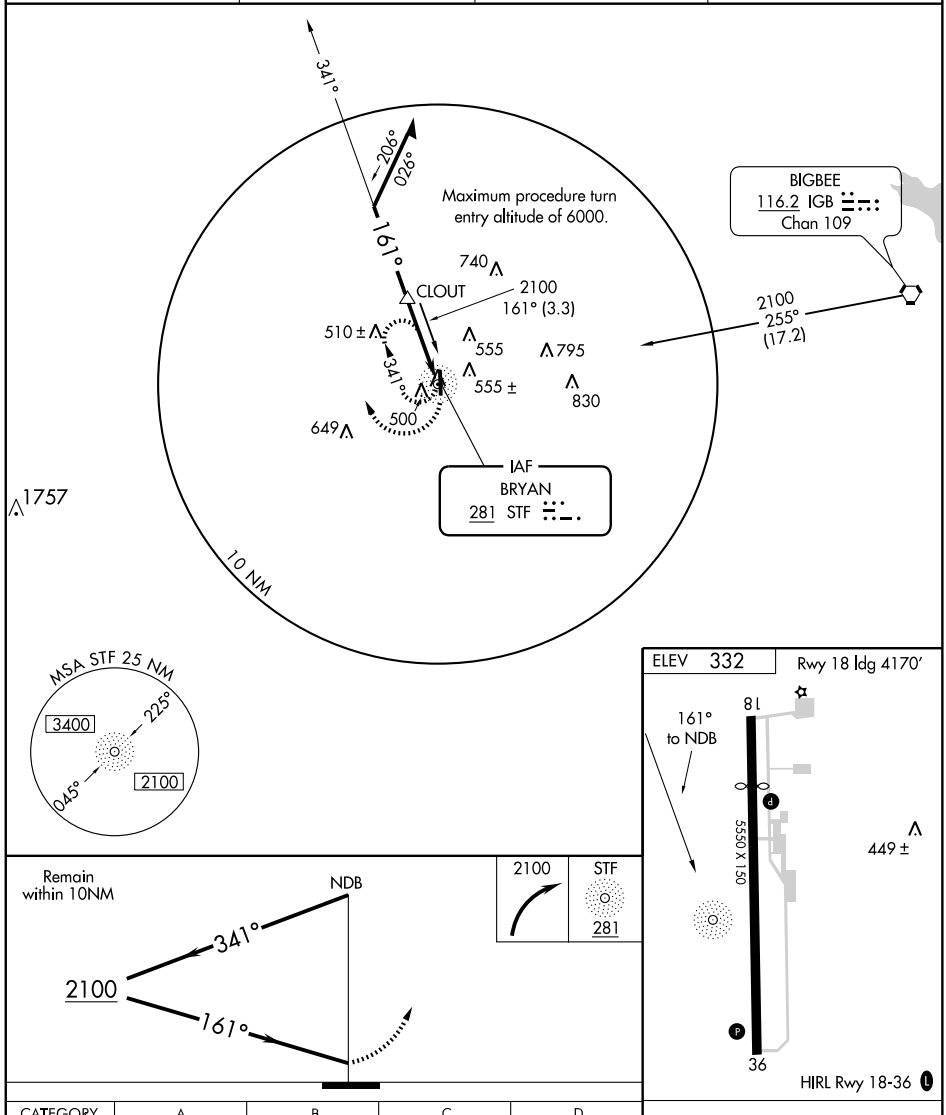
STARKVILLE/GEORGE M. BRYAN (STF)

▼ If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.

▲ NA

MISSED APPROACH: Climbing right turn to 2100 in STF NDB holding pattern.

| AWOS-3 | COLUMBUS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 135.6 323.275 | 126.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 920-1 588 (600-1) | | 920-1½ 588 (600-1½) | 920-2 588 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 4170 |
|---|---|---|
| 180° | TDZE | 332 |
| | Apt Elev | 332 |

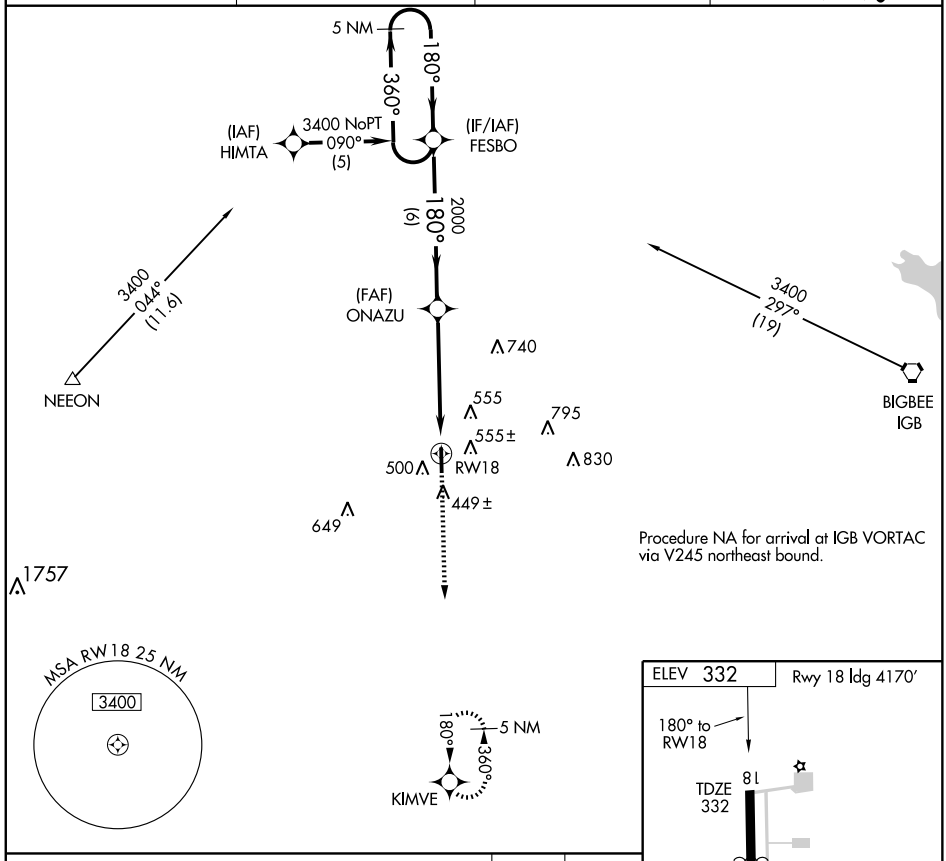
# RNAV (GPS) RWY 18

STARKVILLE/GEORGE M. BRYAN (STF)

VDP NA with Columbus AFB altimeter setting. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2800 direct KIMVE and hold.

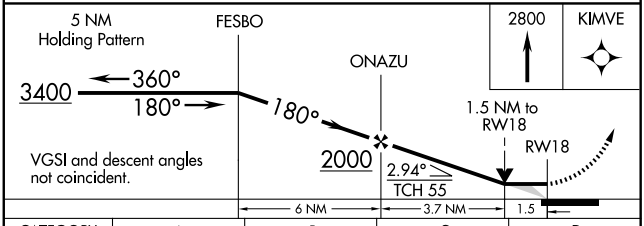
| AWOS-3 | COLUMBUS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 135.6 323.275 | 126.25 | 122.7 (CTAF) L |



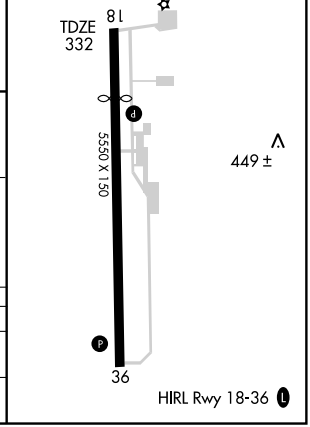







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 | 488 (500-1) | 820-1¼ 488 (500-1¼) | 820-1½ 488 (500-1½) |
| CIRCLING | 860-1 | 528 (600-1) | 860-1½ 528 (600-1½) | 900-2 568 (600-2) |




SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 53604 W36A | APP CRS 360° | Rwy Idg 5550<br>TDZE 326<br>Apt Elev 333 |
|---|---|---|

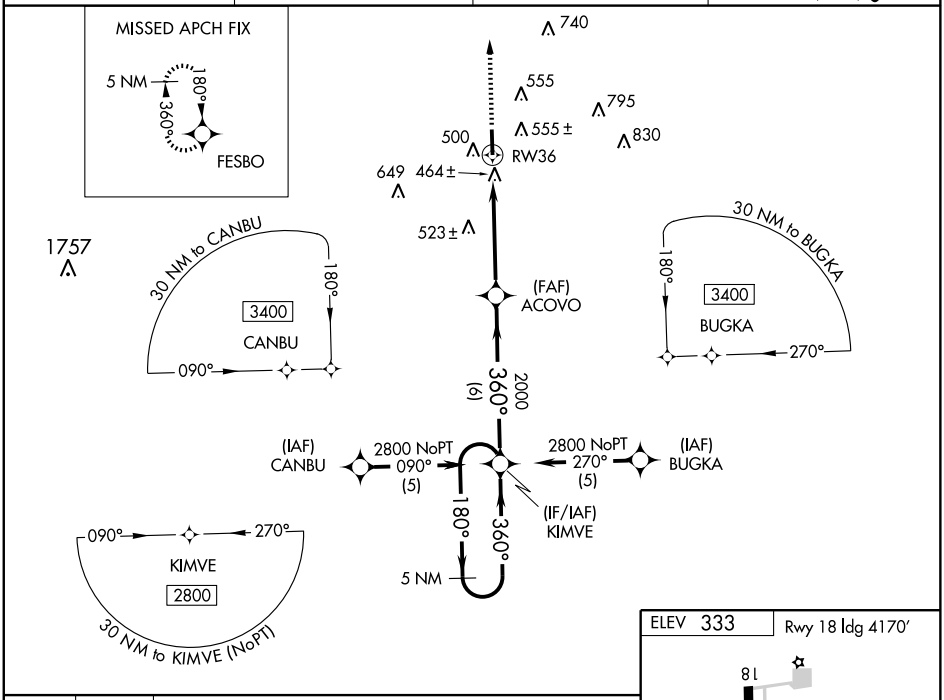
# RNAV (GPS) RWY 36

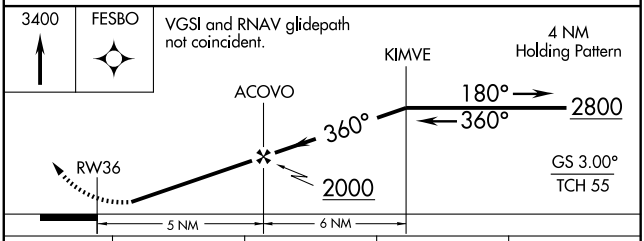
STARKVILLE/GEORGE M. BRYAN (STF)

Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Golden Triangle Rgnl altimeter setting.

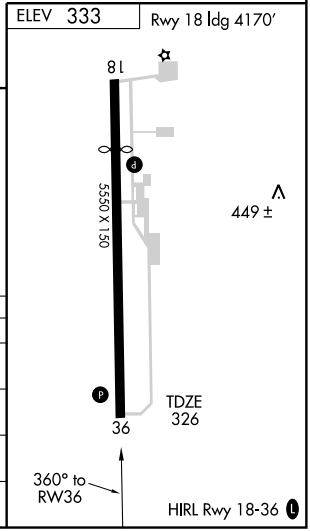
MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb and hold to 3400.

| AWOS-3 | COLUMBUS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 135.6 323.275 | 126.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 743-1½ 417 (500-1½) | | | |
| LNAV VNAV / DA | 771-1½ 445 (500-1½) | | | |
| LNAV MDA | 820-1 494 (500-1) | | 820-1¼ 494 (500-1¼) | 820-1½ 494 (500-1½) |
| CIRCLING | 920-1 587 (600-1) | | 920-1½ 587 (600-1½) | 920-2 587 (600-2) |




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| VORTAC IGB 116.2 Chan 109 | APP CRS 076° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 332 |
|---|---|---|

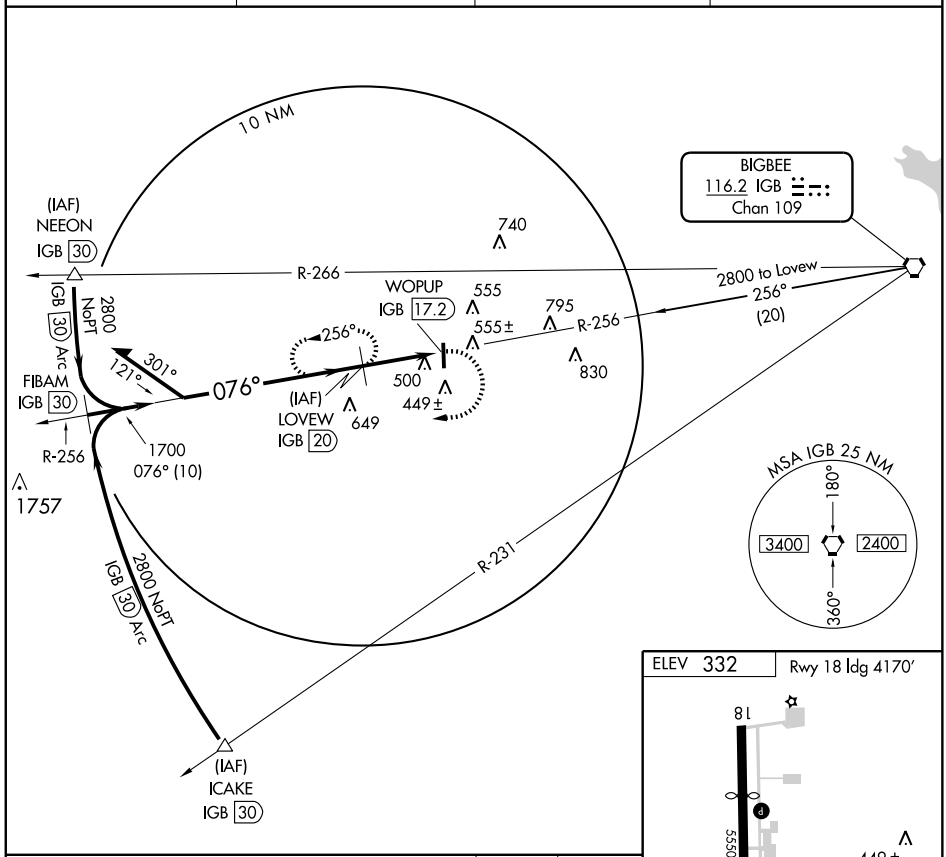
# VOR/DME-A

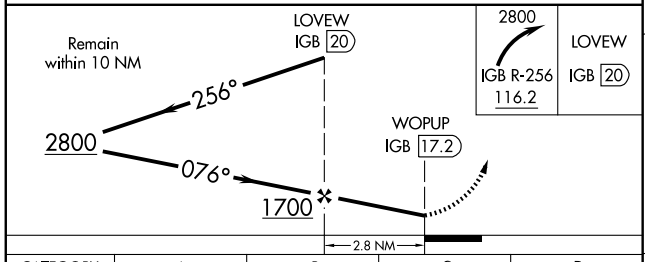
STARKVILLE/ GEORGE M. BRYAN (STF)

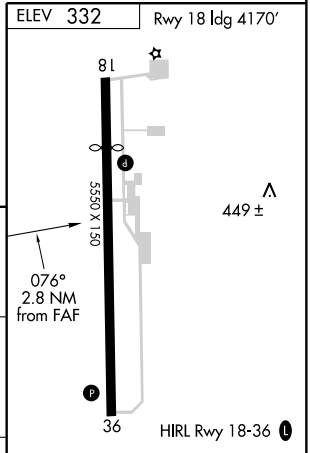
If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2800 via IGB R-256 to LOVEW / IGB 20 DME and hold.

| AWOS-3 | COLUMBUS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 135.6 323.275 | 126.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1 528 (600-1) | | 860-1½ 528 (600-1½) | 900-2 568 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOC/DME I-UTA | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.95 | 347° | TDZE | 194 |
| Chan 46(Y) | | Apt Elev | 194 |

# ILS or LOC RWY 35

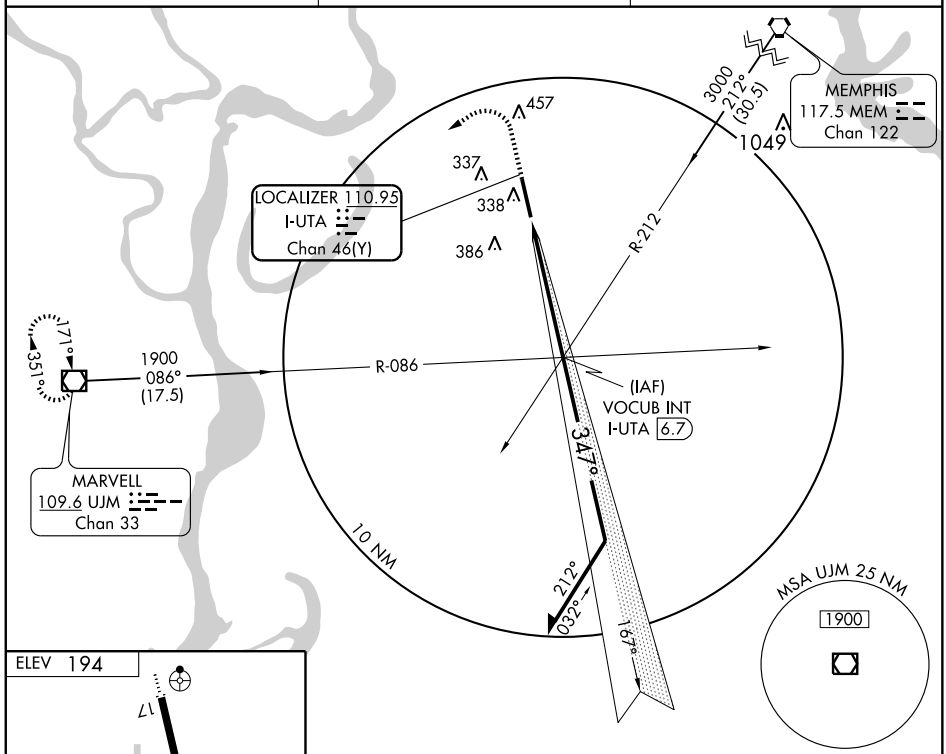
## TUNICA MUNI (UTA)

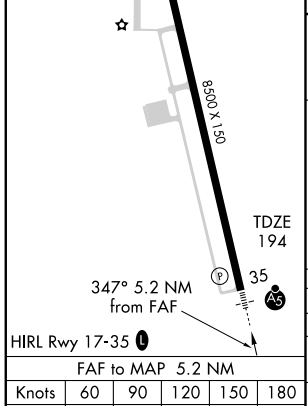
If local altimeter setting not received, use Memphis altimeter setting and increase all DH/MDAs 100 feet.
VDP NA with Memphis altimeter setting.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

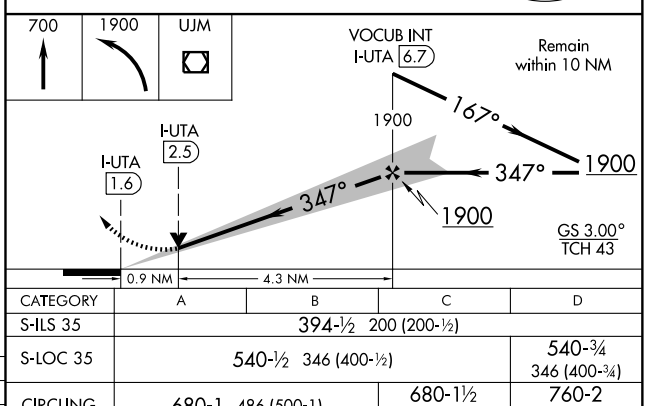
| AWOS-3 | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 118.075 | 119.1 291.6 | 123.0 (CTAF) L |




FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 394-½ 200 (200-½) | | | |
| S-LOC 35 | 540-½ 346 (400-½) | | | 540-¾ 346 (400-¾) |
| CIRCLING | 680-1 486 (500-1) | | 680-1½ 486 (500-1½) | 760-2 566 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 56212 W17A | APP CRS 167° | Rwy Idg 8500<br>TDZE 194<br>Apt Elev 194 |
|---|---|---|

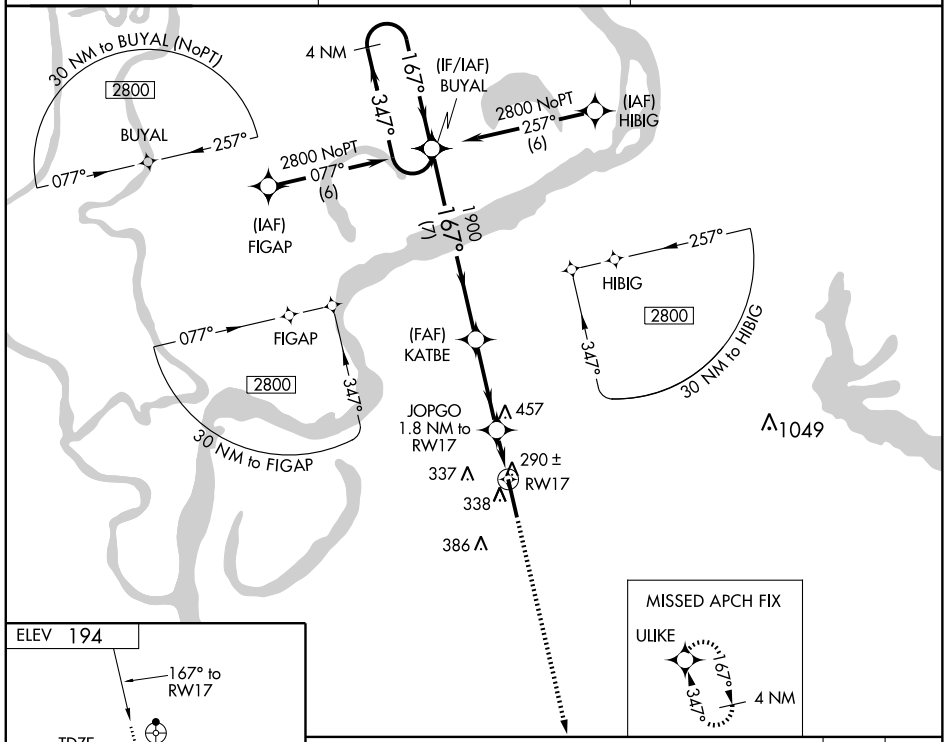
# RNAV (GPS) RWY 17
## TUNICA MUNI (UTA)

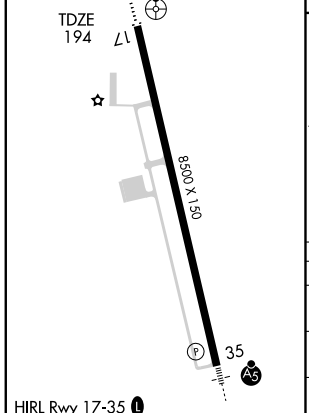
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.
VDP NA when using Memphis Intl altimeter setting.

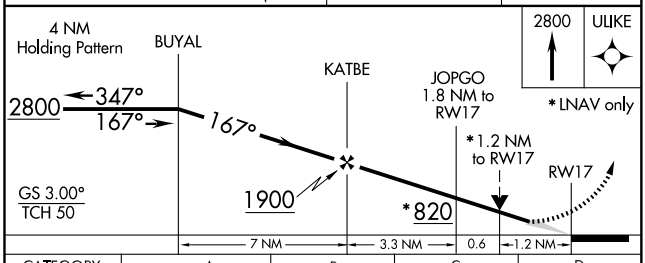
ODALS

MISSED APPROACH: Climb to 2800 direct ULIKE and hold.

| AWOS-3 | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 118.075 | 119.1 291.6 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 394-1 200 (200-1) | | | |
| LNAV MDA | 640-1 446 (500-1) | | 640-1¼ 446 (500-1¼) | 640-1½ 446 (500-1½) |
| CIRCLING | 680-1 486 (500-1) | | 700-1½ 506 (600-1½) | 760-2 566 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 60912 | 347° | TDZE | 194 |
| W35A | | Apt Elev | 194 |

# RNAV (GPS) RWY 35

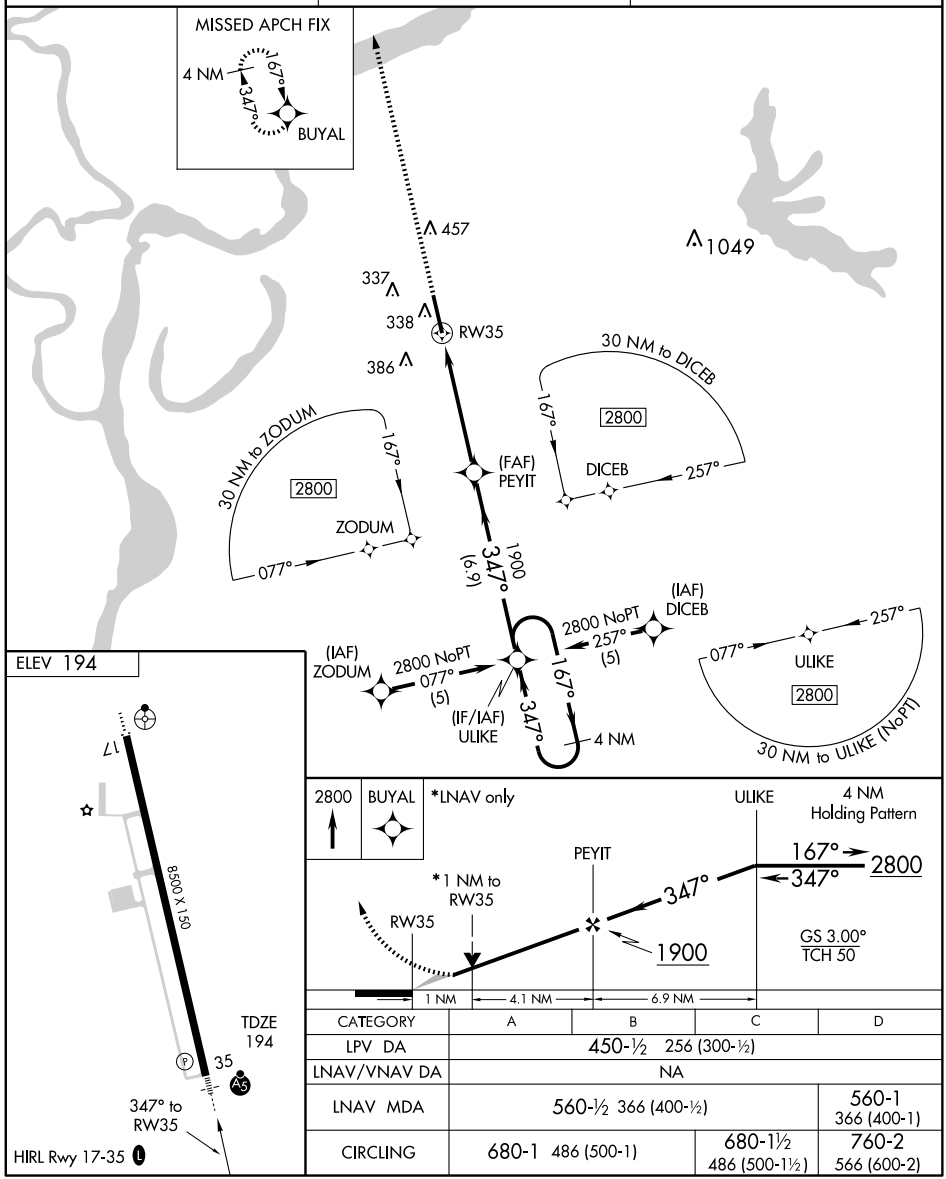
TUNICA MUNI (UTA)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Memphis altimeter setting and increase all DA/MDAs 100 feet. VDP NA when using Memphis altimeter setting.
For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2800 direct BUYAL and hold.

| AWOS-3 | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 118.075 | 119.1 291.6 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 450-½ 256 (300-½) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 560-½ 366 (400-½) | | | 560-1 366 (400-1) |
| CIRCLING | 680-1 486 (500-1) | | 680-1½ 486 (500-1½) | 760-2 566 (600-2) |

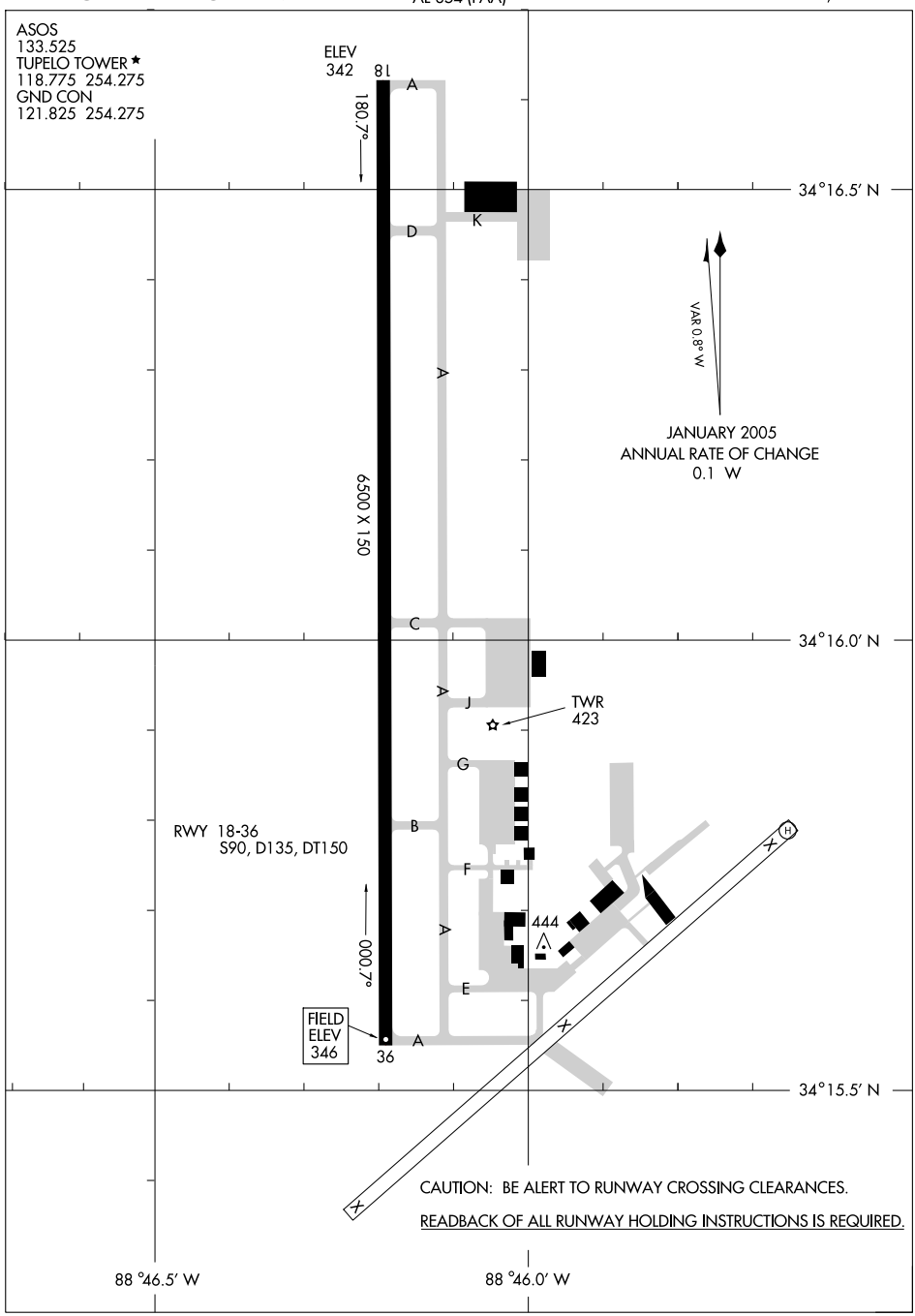
SC-4, 22 OCT 2009 to 19 NOV 2009

09183

# AIRPORT DIAGRAM

AL-854 (FAA)

TUPELO RGNL (TUP)
TUPELO, MISSISSIPPI




SC-4, 22 OCT 2009 to 19 NOV 2009

# COPTER VOR 061°

| VOR/DME OTB | APCH CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.8 | 061° | TDZE | N/A |
| Chan 35 | | Arpt Elev | 346 |

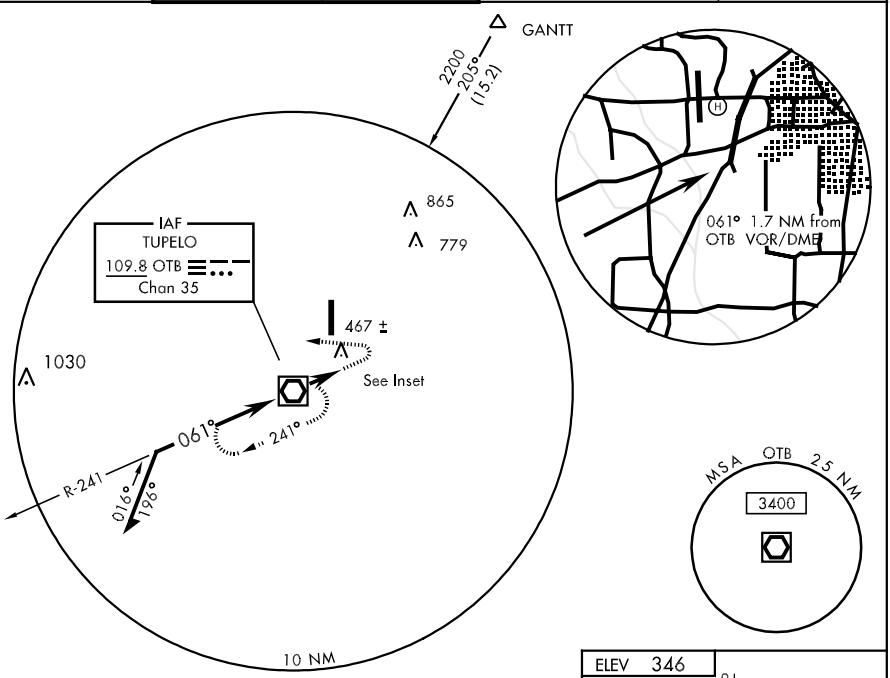
AL-854 [USA]

TUPELO REGIONAL (KTUP)

NA

MISSED APPROACH: Climbing left turn to 2200 direct to OTB VOR/DME and hold.

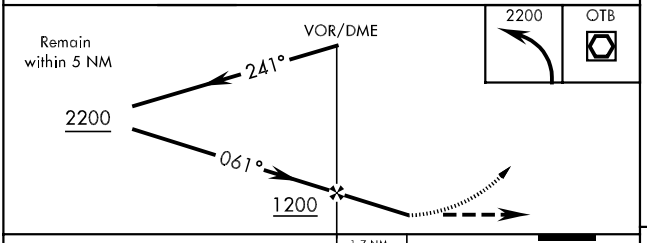
| MEMPHIS CENTER | TUPELO TOWER ★ | GND CON | ASOS |
|---|---|---|---|
| 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 | 133.525 |

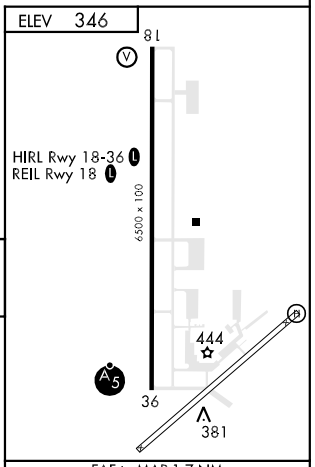



## RADAR REQUIRED

## COPTER ONLY

From MAP proceed visually Northeast along NATCHEZ TRACE PARKWAY to airport




| CATEGORY | COPTER |
|---|---|
| H-061° | 740-1 370 (400-1) |

FAF to MAP 1.7 NM

| Knots | 45 | 60 | 75 | 90 | 105 |
|---|---|---|---|---|---|
| Min:Sec | 2:16 | 1:42 | 1:22 | 1:08 | :59 |

| LOC I-TUP | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 108.5 | 359° | TDZE | 346 |
| Chan 22 | | Apt Elev | 346 |

# ILS or LOC RWY 36

TUPELO RGNL (TUP)

⚠ ADF or RADAR REQUIRED. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet, and increase S-LOC 36 Cats. C and D visibility ½ mile and Circling Cat. D ¼ mile. For inoperative MALSR when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats. visibility ½ mile.

MALSR A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct OTB VOR/DME and hold.

| ASOS | MEMPHIS CENTER | TUPELO TOWER ★ | GND CON |
|---|---|---|---|
| 133.525 | 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 |

ADF or DME REQUIRED

1459

ICAVY HLI 38.9

GANTT HAB 35

2000 178° (16.4)

2000 199° (16.9)

695 865 774 600 486

TUPELO 109.8 OTB Chan 35

LOCALIZER 108.5 I-TUP Chan 22

MM 479± 754 681 770

061° 241° R-241

LOM/IAF VERON 420 TU I-TUP 6

2000 235° (12)

2000 147° (3)

(IAF) CEVSI OTB 12

R-235

OTB 12 Arc

2000 NoPT

359°

10 NM

2000 359° (9.3)

224° 044°

MSA TU 25 NM

3400

LR-179 179°

(IF) GAGYE OTB 12

ALTERNATE MISSED APCH FIX

VERON 420 TU I-TUP 6

358° 178°

1000 2200 OTB 109.8

VERNON LOM I-TUP 6

Remain within 10 NM

179° 1924 359° 2000 2000

I-TUP 1.3 I-TUP 2.3 MM

GS 3.00° TCH 55

0.4 0.6 3.7 NM

ELEV 346

HIRL Rwy 18-36 L

REIL Rwy 18 L

8L 424± 6500 X 150

TWR 423

444

TDZE 346 36

402±

359° 4.7 NM from FAF

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 546-½ 200 (200-½) | | | |
| S-LOC 36 | 740-½ 394 (400-½) | | | 740-¾ 394 (400-¾) |
| CIRCLING | 800-1 454 (500-1) | | 800-1½ 454 (500-1½) | 900-2 554 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| LOM TU | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 420 | 358° | TDZE | 346 |
| | | Apt Elev | 346 |

# NDB RWY 36

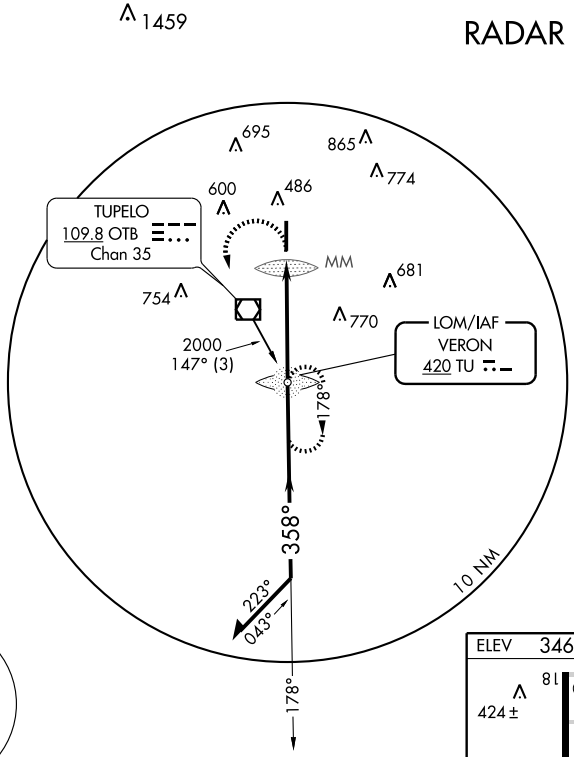
TUPELO RGNL (TUP)

MALSR

MISSED APPROACH: Climbing left turn to 2000 direct TU LOM and hold.

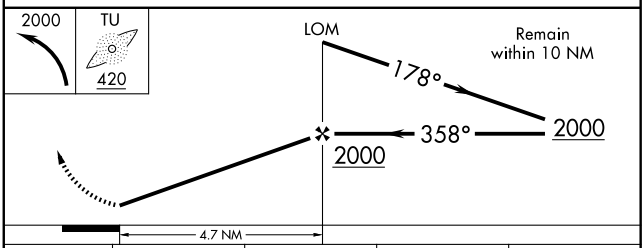
| ASOS | MEMPHIS CENTER | TUPELO TOWER ★ | GND CON |
|---|---|---|---|
| 133.525 | 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 |

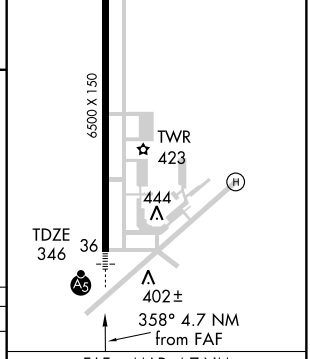
RADAR REQUIRED










FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- 36 | 780-¾ 434 (500-¾) | | | 780-1¼ 434 (500-1¼) |
| CIRCLING | 800-1 454 (500-1) | | 800-1½ 454 (500-1½) | 900-2 554 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 77712 W18A | APP CRS 179° | Rwy Idg 6500 TDZE 344 Apt Elev 346 |
|---|---|---|

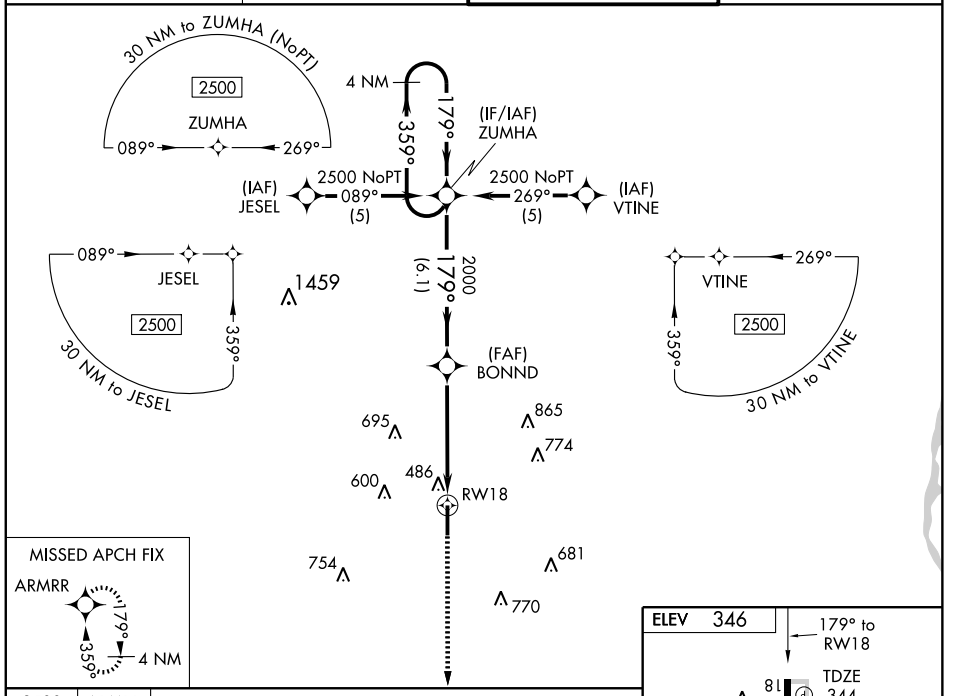
# RNAV (GPS) RWY 18

TUPELO RGNL (TUP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro VNAV and VDP NA when using Columbus AFB altimeter setting.

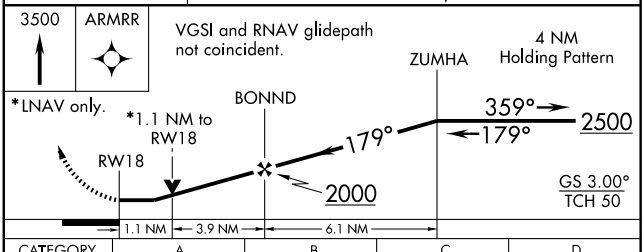
MISSED APPROACH: Climb to 3500 direct ARMRR and hold, continue climb-in-hold to 3500.

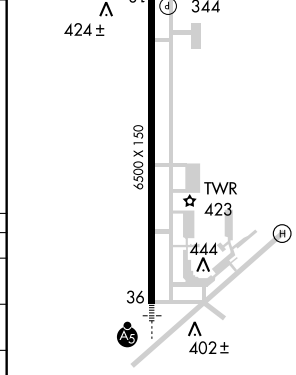
| ASOS | MEMPHIS CENTER | TUPELO TOWER* | GND CON |
|---|---|---|---|
| 133.525 | 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 634-1 290 (300-1) | | | |
| LNAV/VNAV DA | 757-1½ 413 (500-1½) | | | |
| LNAV MDA | 740-1 396 (400-1) | | | 740-1¼ 396 (400-1¼) |
| CIRCLING | 800-1 454 (500-1) | | 800-1½ 454 (500-1½) | 900-2 554 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

| WAAS CH 93712 W36A | APP CRS 359° | Rwy Idg 6500 TDZE 346 Apt Elev 346 |
|---|---|---|

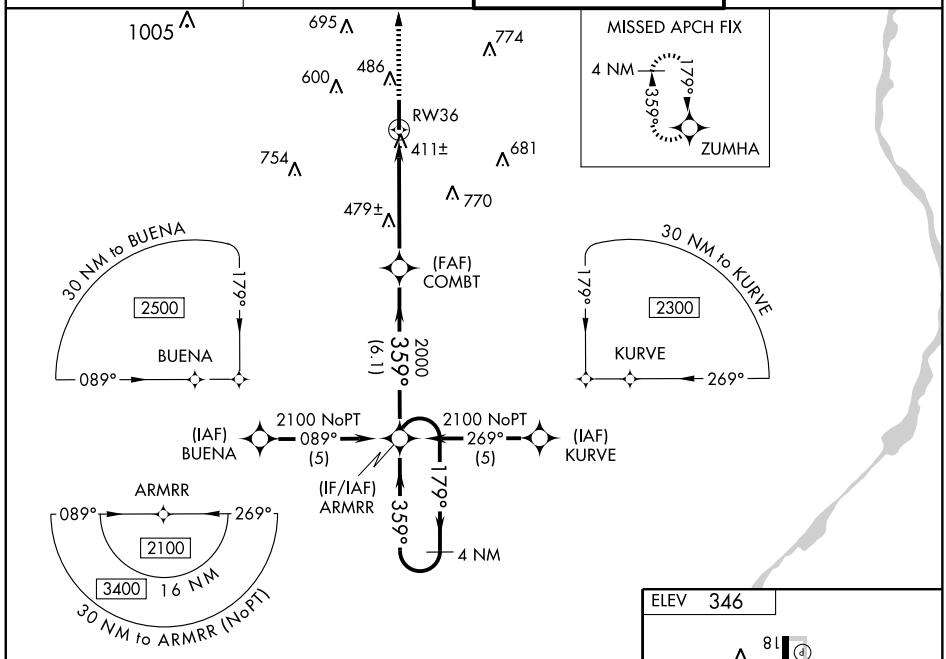
# RNAV (GPS) RWY 36
TUPELO RGNL (TUP)

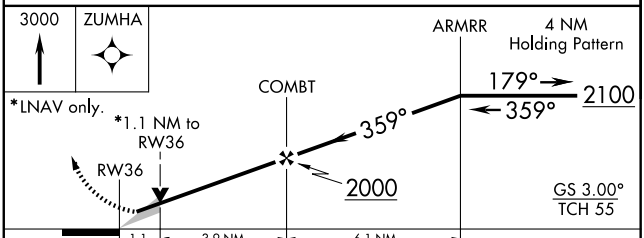
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For inoperative MALSR when using Columbus AFB altimeter setting, increase LPV all Cats. visibility ½ mile, and LNAV Cat. D visibility ¼ mile.

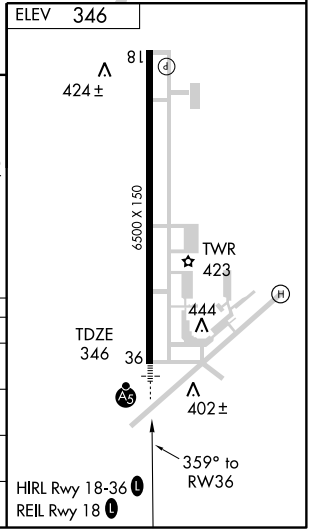
MALSR

MISSED APPROACH: Climb to 3000 direct ZUMHA and hold.

| ASOS | MEMPHIS CENTER | TUPELO TOWER * | GND CON |
|---|---|---|---|
| 133.525 | 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 546-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 692-¾ 346 (400-¾) | | | |
| LNAV MDA | 740-½ 394 (400-½) | | | 740-1 394 (400-1) |
| CIRCLING | 800-1 454 (500-1) | | 800-1½ 454 (500-1½) | 900-2 554 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

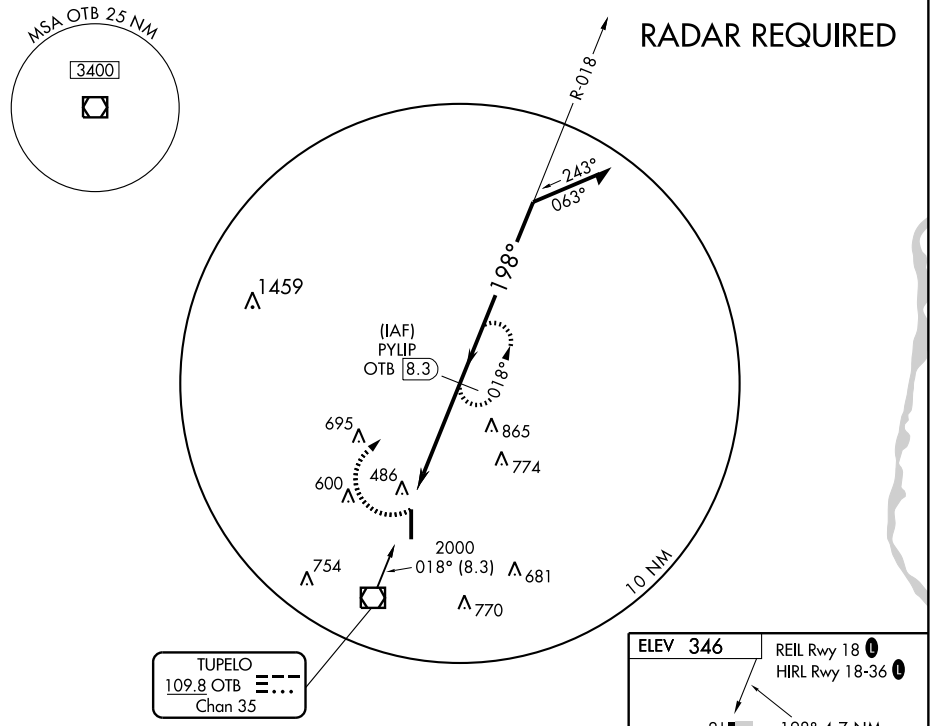
| VOR/DME OTB 109.8 Chan 35 | APP CRS 198° | Rwy Idg 6500 TDZE 345 Apt Elev 346 |
|---|---|---|

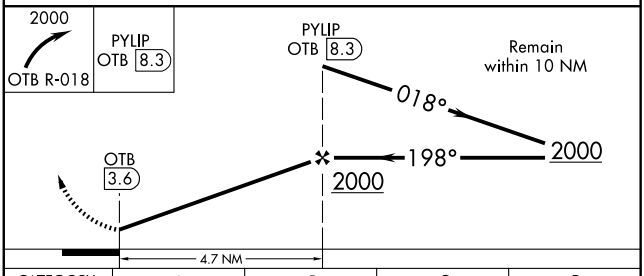
# VOR/DME RWY 18

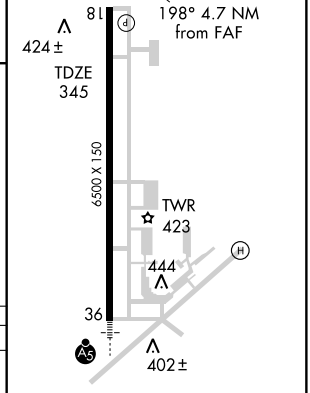
TUPELO RGNL (TUP)

MISSED APPROACH: Climbing right turn to 2000 via OTB R-018 to PYLIP 8.3 DME and hold.

| ASOS | MEMPHIS CENTER | TUPELO TOWER ★ | GND CON |
|---|---|---|---|
| 133.525 | 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 740-1 395 (400-1) | | | 740-1¼ 395 (400-1¼) |
| CIRCLING | 800-1 454 (500-1) | | 800-1½ 454 (500-1½) | 900-2 554 (600-2) |

SC-4, 22 OCT 2009 to 19 NOV 2009

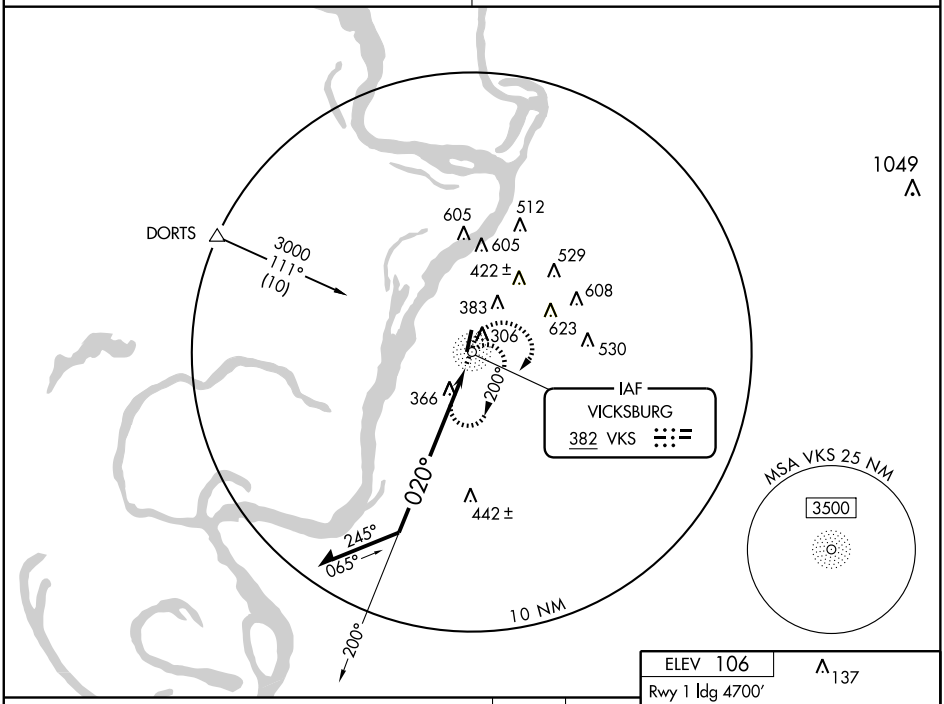
| NDB VKS | APP CRS | Rwy Idg | 4700 |
|---|---|---|---|
| 382 | 020° | TDZE | 103 |
| | | Apt Elev | 106 |

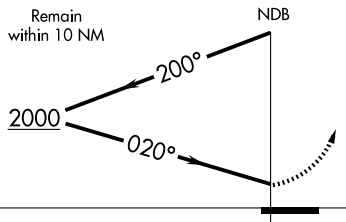
# NDB RWY 1
## VICKSBURG MUNI (VKS)

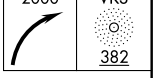
Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

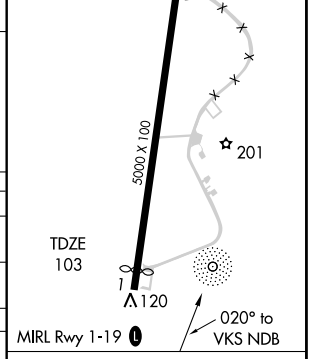
MISSED APPROACH: Climbing right turn to 2000 in VKS NDB holding pattern.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 800-1 | 697 (700-1) | 800-2<br>697 (700-2) | 800-2¼<br>697 (700-2¼) |
| CIRCLING | 800-1 | 694 (700-1) | 800-2<br>694 (700-2) | 1060-3<br>954 (1000-3) |
| VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS | | | | |
| S-1 | 820-1 | 717 (800-1) | 820-2<br>717 (800-2) | 820-2¼<br>717 (800-2¼) |
| CIRCLING | 820-1 | 714 (800-1) | 820-2<br>714 (800-2) | 1100-3<br>994 (1000-3) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 4700 |
|---|---|---|
| 005° | TDZE | 103 |
| | Apt Elev | 106 |

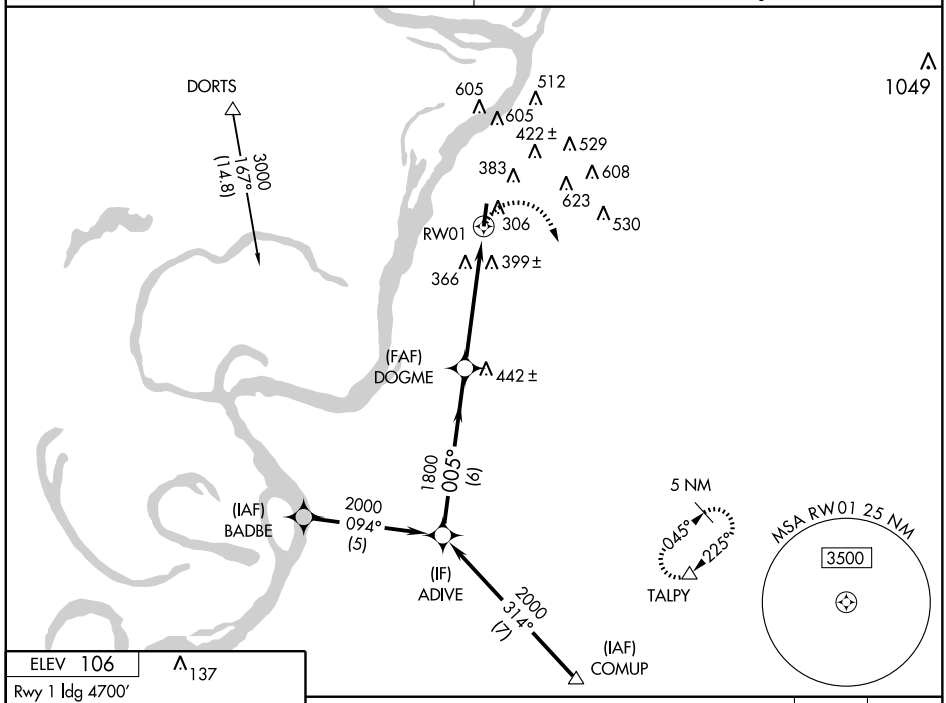
# RNAV (GPS) RWY 1
## VICKSBURG MUNI (VKS)

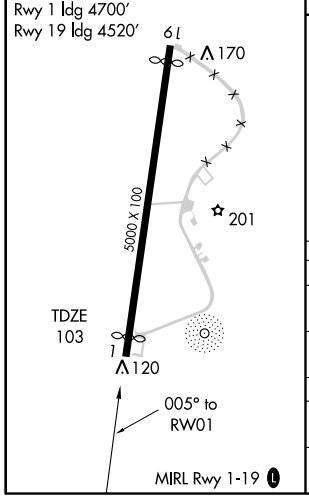
DME/DME RNP-0.3 NA. VDP NA when using Vicksburg Tallulah Regional altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

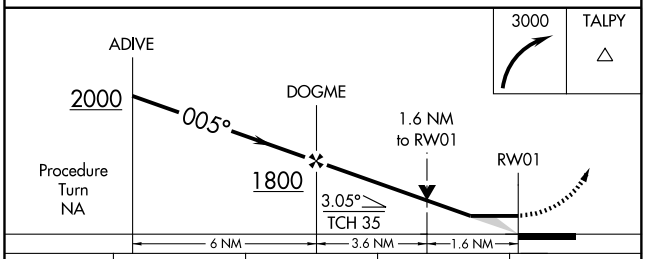
NA

MISSED APPROACH: Climbing right turn to 3000 direct TALPY and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 | 557 (600-1) | 660-1½<br>557 (600-1½) | 660-1¾<br>557 (600-1¾) |
| CIRCLING | 700-1 | 594 (600-1) | 700-1½<br>594 (600-1½) | 1060-3<br>954 (1000-3) |
| VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 680-1 | 577 (600-1) | 680-1½<br>577 (600-1½) | 680-1¾<br>577 (600-1¾) |
| CIRCLING | 740-1 | 634 (700-1) | 740-1¾<br>634 (700-1¾) | 1100-3<br>994 (1000-3) |

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| APP CRS | Rwy Idg | 3458 |
|---|---|---|
| 180° | TDZE | 205 |
| | Apt Elev | 205 |

# RNAV (GPS) RWY 18

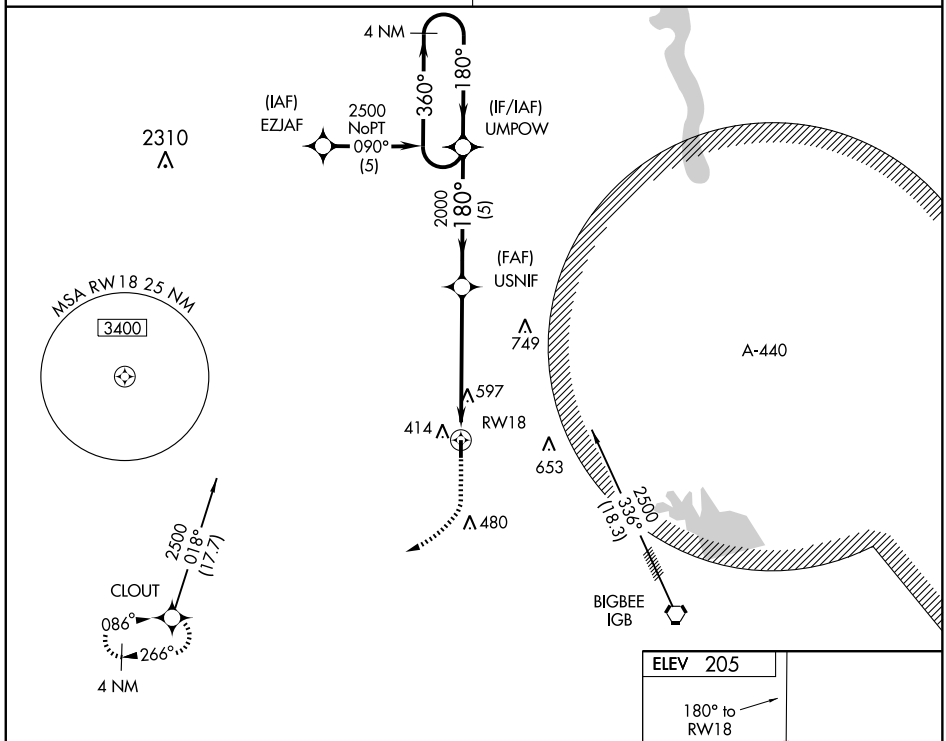
WEST POINT/MCCHAREN FIELD (M83)

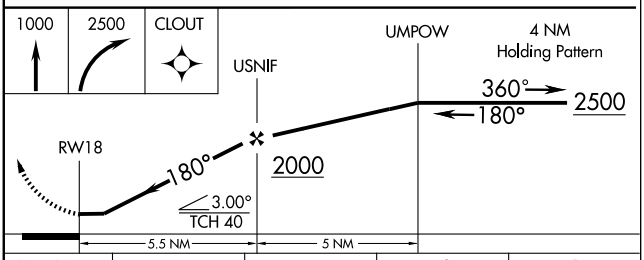
Use Columbus AFB altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

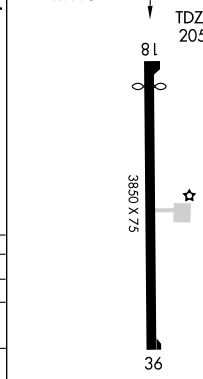
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON★ 135.6 323.275

CTAF 122.9 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 980-1<br>775 (800-1) | 980-1¼<br>775 (800-1¼) | 980-2½<br>775 (800-2½) | NA |
| CIRCLING | 980-1<br>775 (800-1) | 1020-1¼<br>815 (900-1¼) | 1020-2½<br>815 (900-2½) | NA |

MIRL Rwy 18-36 L

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 3850 |
|---|---|---|
| 360° | TDZE | 203 |
| | Apt Elev | 205 |

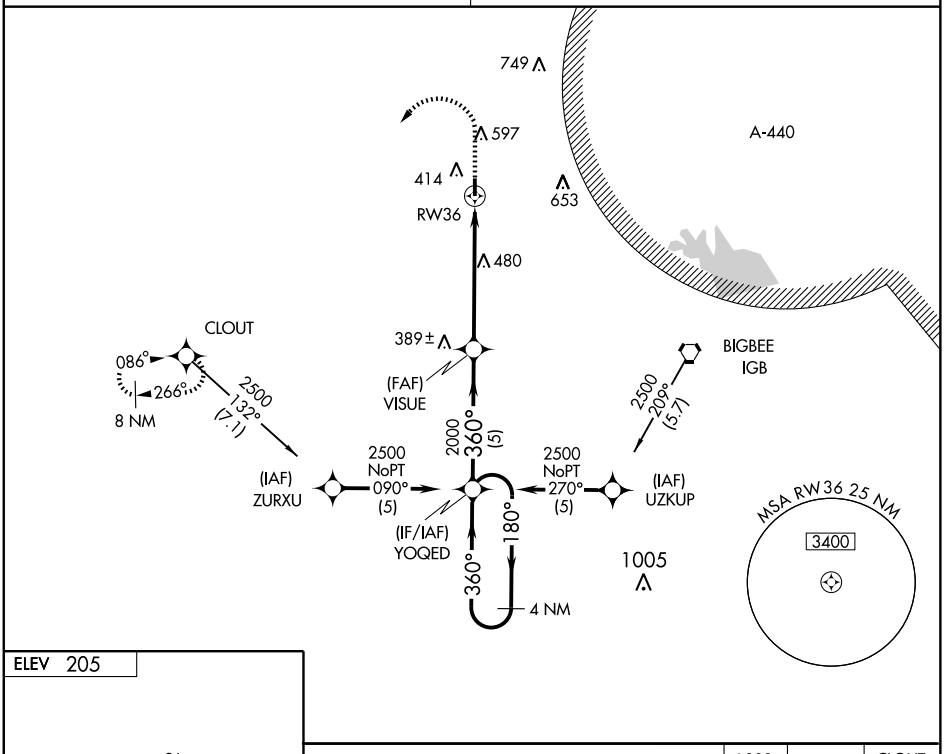
# RNAV (GPS) RWY 36

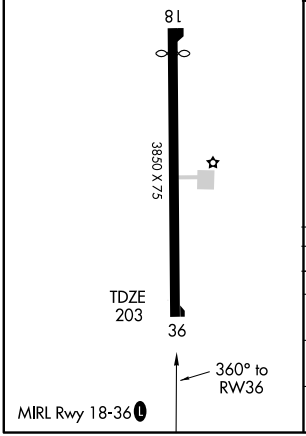
WEST POINT/MCCHAREN FIELD (M83)

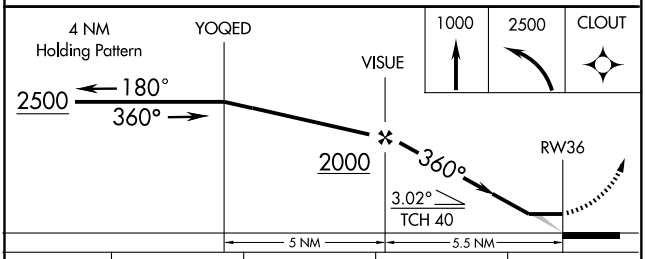
Use Columbus AFB altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

| COLUMBUS APP CON ★ | CTAF |
|---|---|
| 135.6 323.275 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 760-1 557 (600-1) | | 760-1½ 557 (600-1½) | NA |
| CIRCLING | 920-1 715 (800-1) | 1020-1¼ 815 (900-1¼) | 1020-2½ 815 (900-2½) | NA |

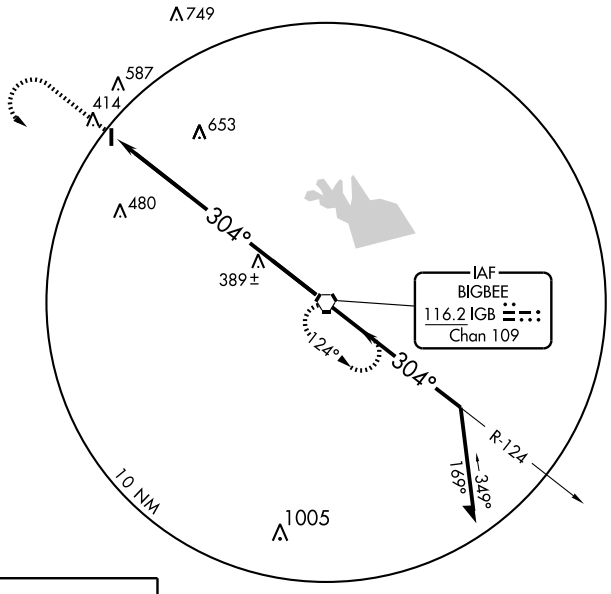
SC-4, 22 OCT 2009 to 19 NOV 2009

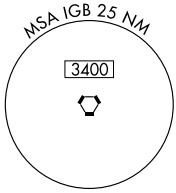
| VORTAC IGB 116.2 Chan 109 | APP CRS 304° | Rwy Idg N/A TDZE N/A Apt Elev 205 |
|---|---|---|

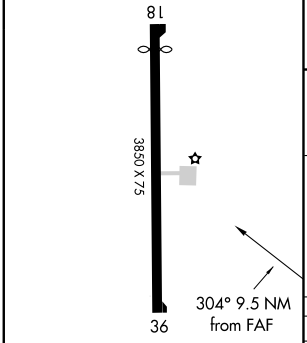
# VOR-A

WEST POINT/MCCHAREN FIELD (M83)

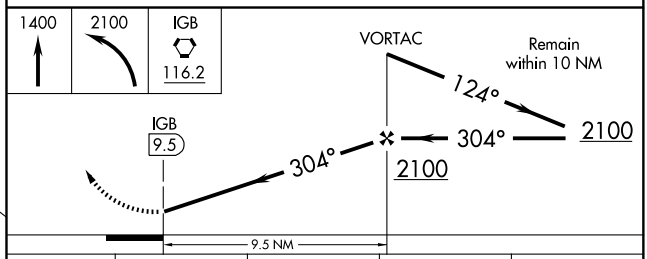
| | |
|---|---|
| ▼ NA<br>Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting. | MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct IGB VORTAC and hold. |
| COLUMBUS APP CON ★<br>135.6 323.275 | CTAF<br>122.9 L |




MIRL Rwy 18-36 L




| FAF to MAP 9.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:30 | 6:20 | 4:45 | 3:48 | 3:10 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1<br>795 (800-1) | 1000-1¼<br>795 (800-1¼) | 1000-2¼<br>795 (800-2¼) | NA |
| GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1040-1<br>835 (900-1) | 1040-1¼<br>835 (900-1¼) | 1040-2½<br>835 (900-2½) | NA |

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| VORTAC IGB 116.2 Chan 109 | APP CRS 124° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 205 |
|---|---|---|

# VOR/DME-B

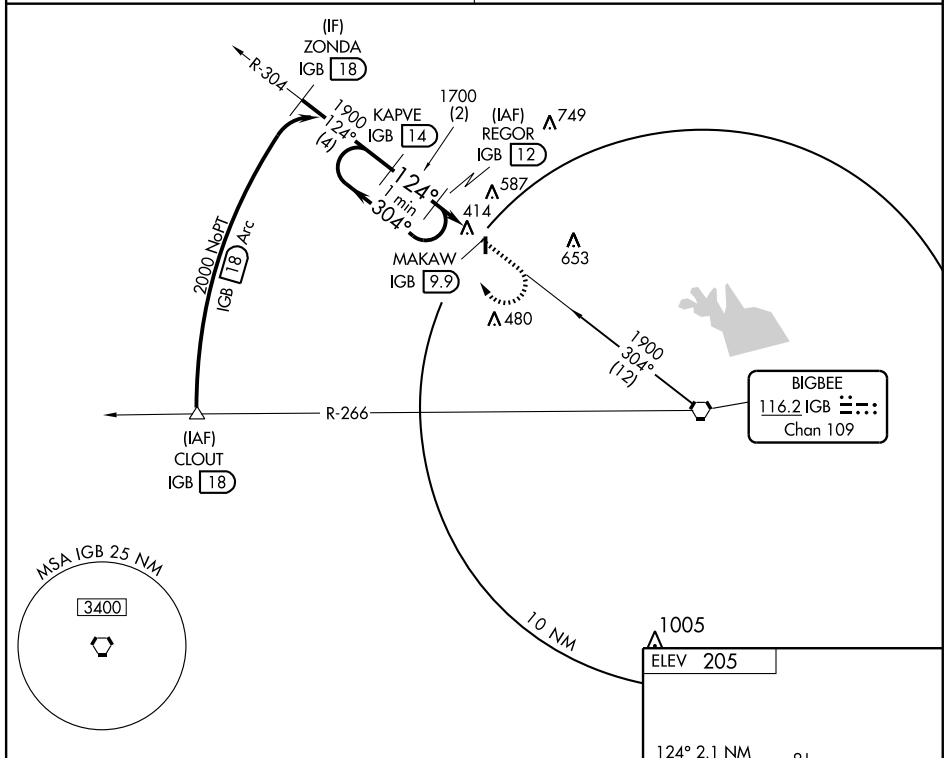
WEST POINT/MCCHAREN FIELD (M83)

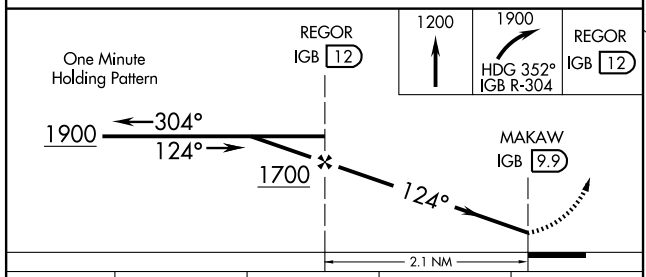
▼ Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.
NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR IGB 12 DME and hold.

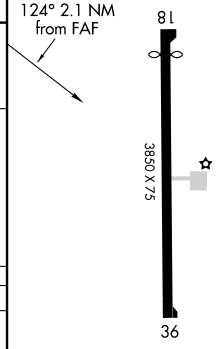
COLUMBUS APP CON ★ 135.6 323.275

CTAF 122.9 (L)




| 1200 | 1900 | REGOR IGB 12 |
|---|---|---|
| | HDG 352° IGB R-304 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 880-1<br>675 (700-1) | 900-1<br>695 (700-1) | 900-2<br>695 (700-2) | NA |
| GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 920-1 715 (800-1) | | 920-2<br>715 (800-2) | NA |

MIRL Rwy 18-36 (L)

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| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 030° | TDZE | 360 |
| | Apt Elev | 364 |

# RNAV (GPS) RWY 3

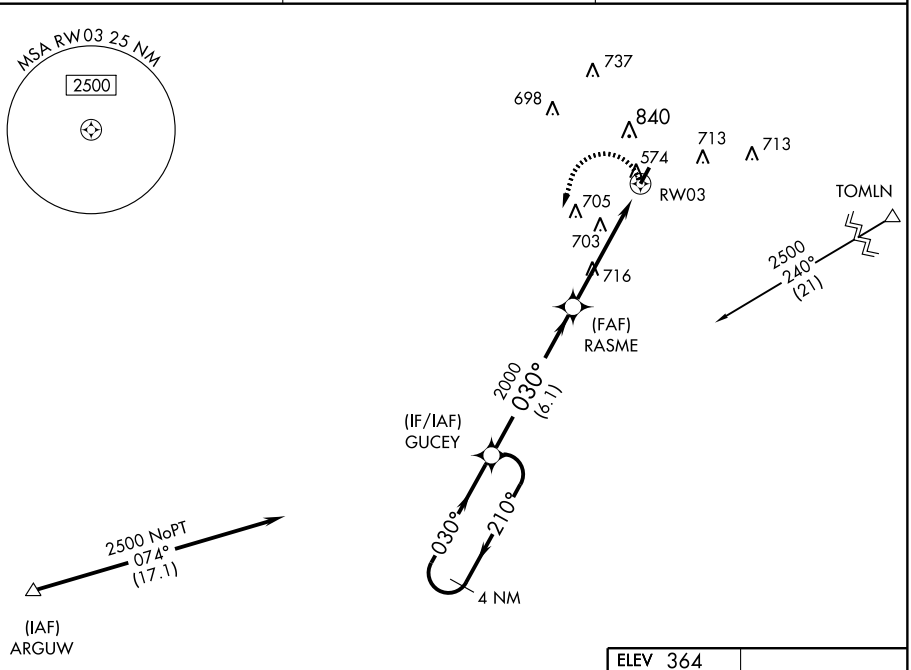
## WINONA-MONTGOMERY COUNTY (5A6)

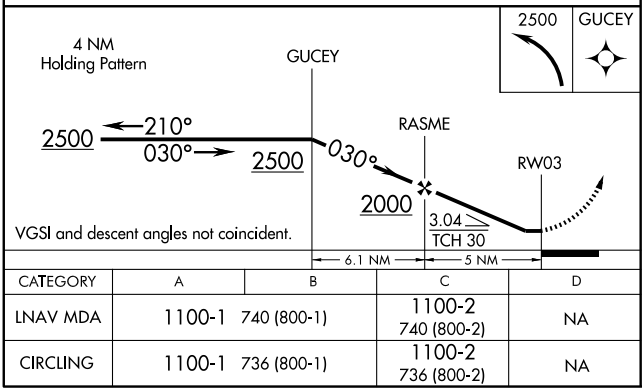
Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.

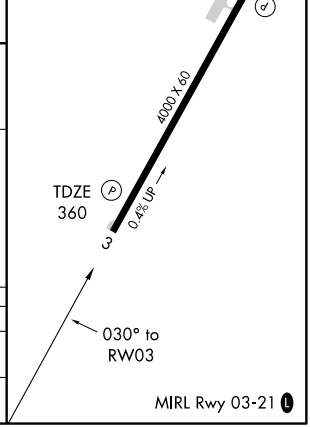
NA

MISSED APPROACH: Climbing left turn to 2500 direct GUCEY and hold.

| GRENADA AWOS | MEMPHIS CENTER | CTAF |
|---|---|---|
| 118.025 | 128.5 279.55 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 740 (800-1) | | 1100-2 740 (800-2) | NA |
| CIRCLING | 1100-1 736 (800-1) | | 1100-2 736 (800-2) | NA |

SC-4, 22 OCT 2009 to 19 NOV 2009

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 210° | TDZE | 364 |
| | Apt Elev | 364 |

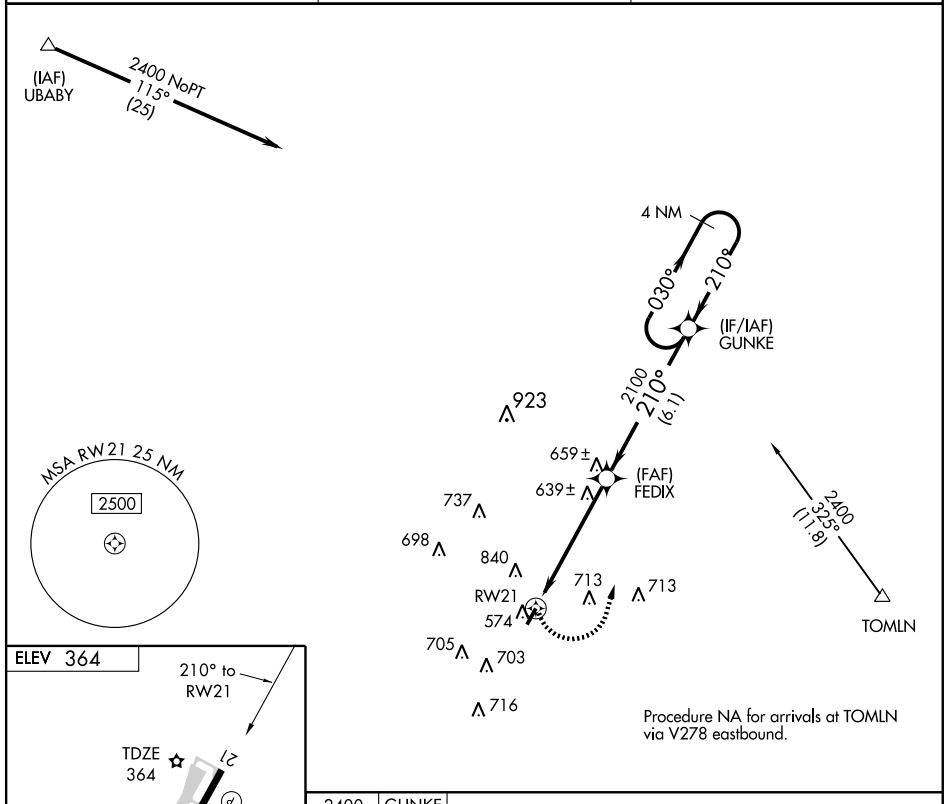
# RNAV (GPS) RWY 21

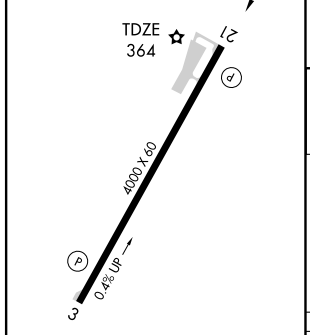
## WINONA-MONTGOMERY COUNTY (5A6)

Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.

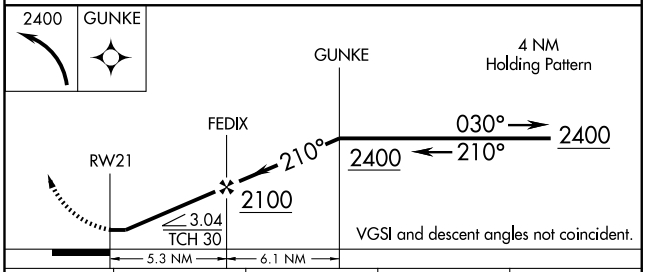
MISSED APPROACH: Climbing left turn to 2400 direct GUNKE and hold.

| GRENADA AWOS | MEMPHIS CENTER | CTAF |
|---|---|---|
| 118.025 | 128.5 279.55 | 122.9 L |




MIRL Rwy 03-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 | 616 (700-1) | 980-1¾ 616 (700-1¾) | NA |
| CIRCLING | 980-1 | 616 (700-1) | 980-1¾ 616 (700-1¾) | NA |

SC-4, 22 OCT 2009 to 19 NOV 2009

YAZOO CITY, MISSISSIPPI

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 172° | TDZE | 104 |
| | Apt Elev | 104 |

AL-6977 (FAA)

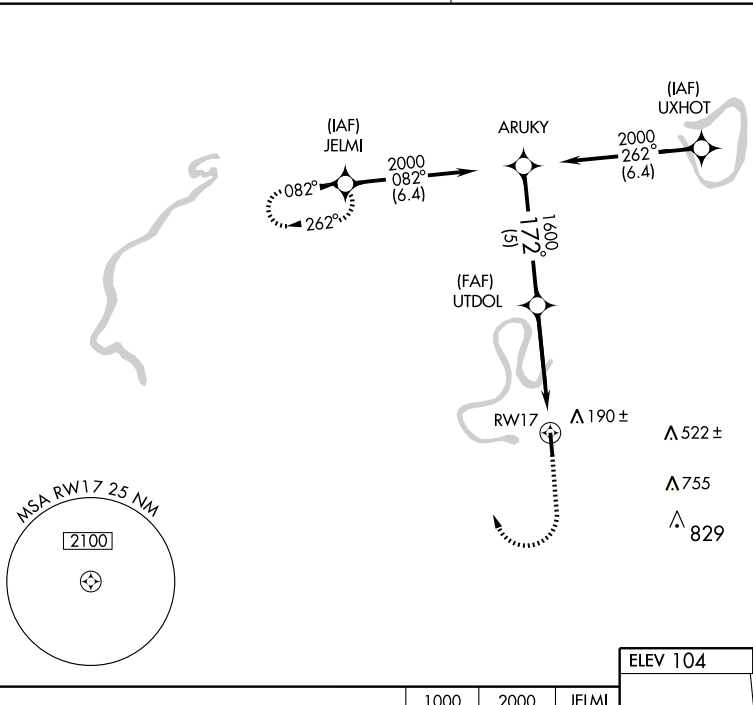
# GPS RWY 17

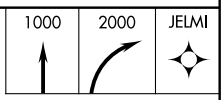
YAZOO COUNTY (87I)

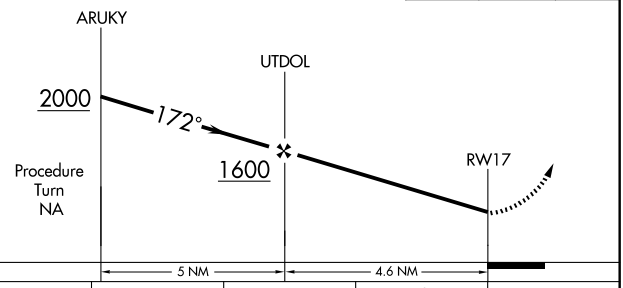
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct JELMI WP and hold.

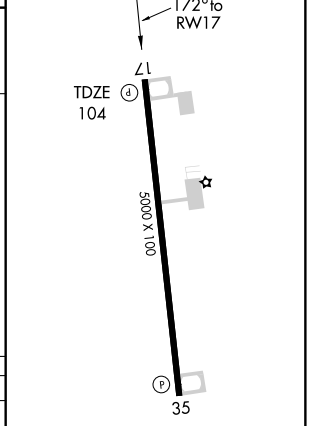
| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 600-1 496 (500-1) | | 600-1¼ 496 (500-1¼) | NA |
| CIRCLING | 640-1 536 (600-1) | | 640-1½ 536 (600-1½) | NA |




MIRL Rwy 17-35 L

SC-4, 22 OCT 2009 to 19 NOV 2009

YAZOO CITY, MISSISSIPPI

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 352° | TDZE | 104 |
| | Apt Elev | 104 |

AL-6977 (FAA)

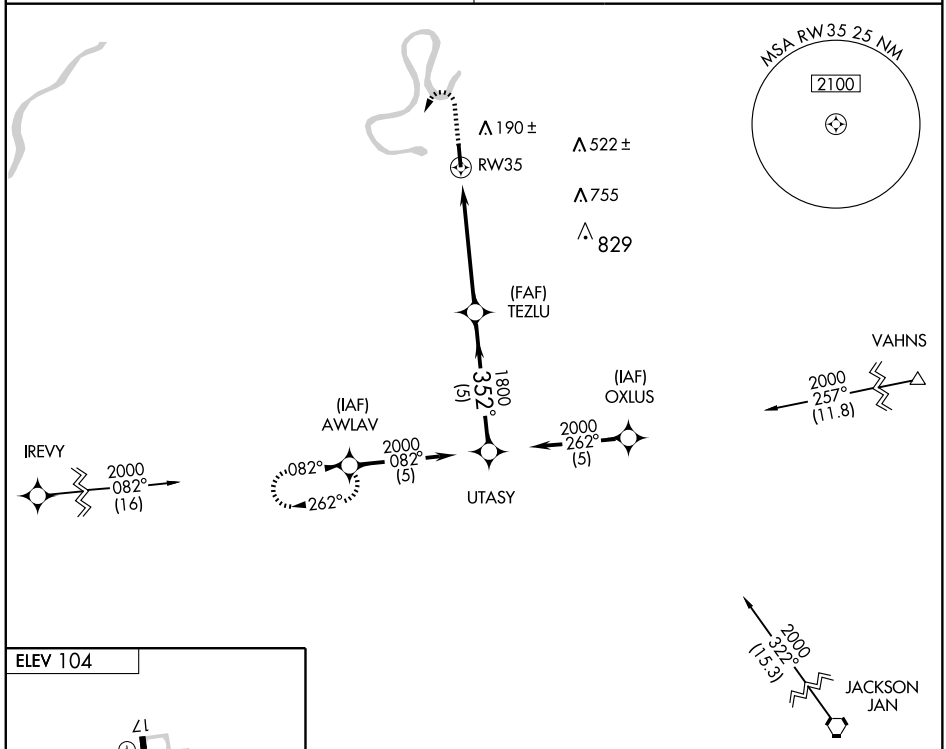
# GPS RWY 35

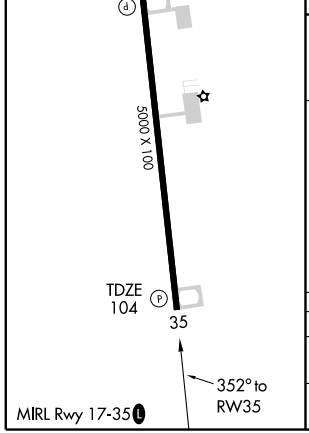
YAZOO COUNTY (87I)

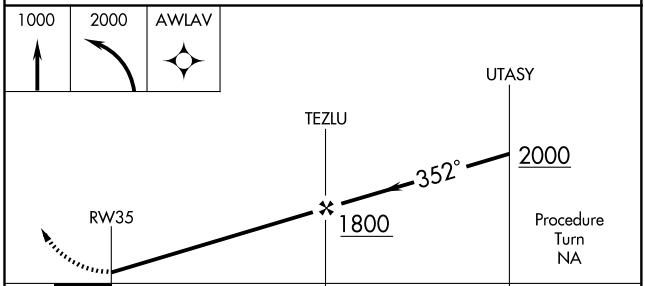
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct AWLAV WP and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 780-1 676 (700-1) | | 780-2 676 (700-2) | NA |
| CIRCLING | 780-1 676 (700-1) | | 780-2 676 (700-2) | NA |

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YAZOO CITY, MISSISSIPPI

| VORTAC JAN | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 112.6 | 141° | TDZE | 104 |
| Chan 73 | | Apt Elev | 104 |

AL-6977 (FAA)

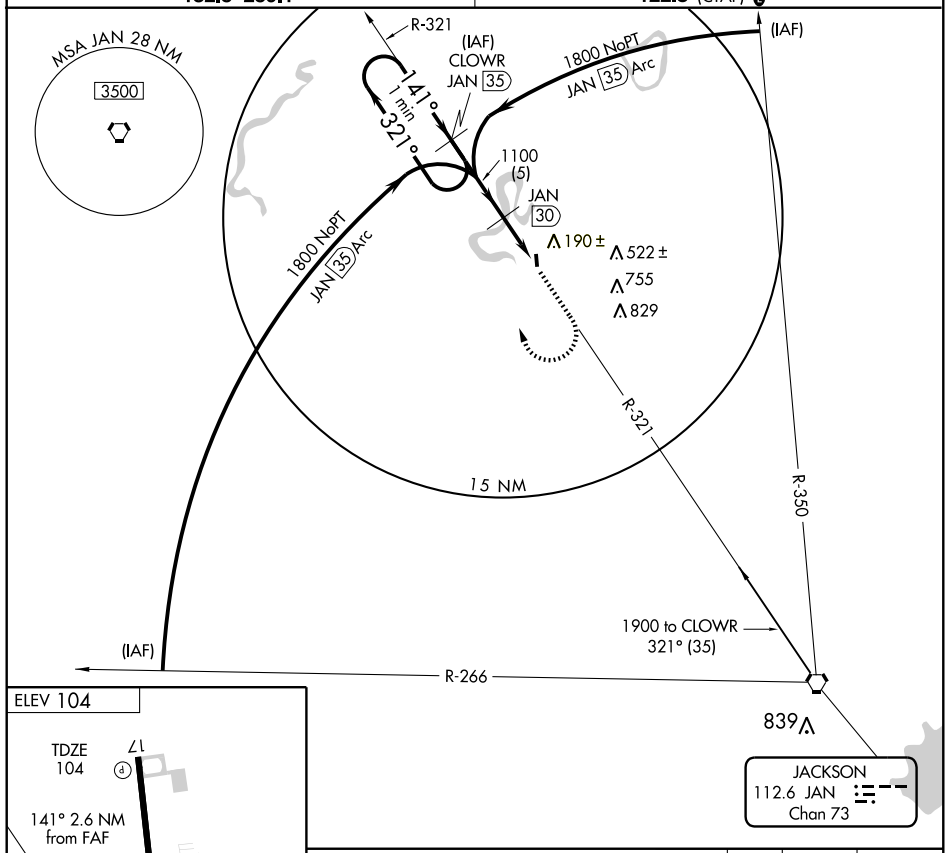
# VOR/DME RWY 17

YAZOO COUNTY (87I)

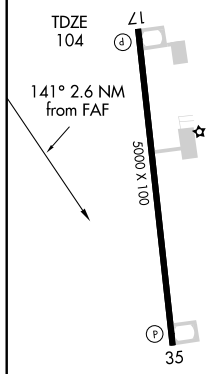
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 via JAN R-321 to CLOWR 35 DME and hold.

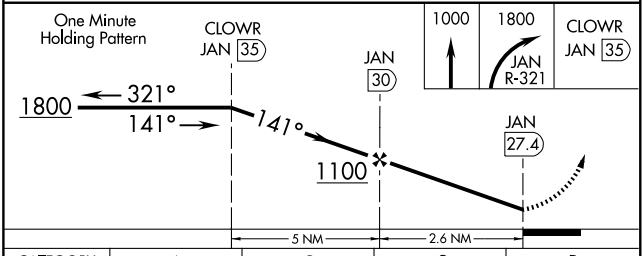
| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




ELEV 104




MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 700-1<br>596 (600-1) | 700-1¼<br>596 (600-1¼) | 700-1½<br>596 (600-1½) | 700-2<br>596 (600-2) |
| CIRCLING | 700-1<br>596 (600-1) | 700-1¼<br>596 (600-1¼) | 700-1½<br>596 (600-1½) | 700-2<br>596 (600-2) |

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YAZOO CITY, MISSISSIPPI

| VORTAC JAN 112.6 Chan 73 | APP CRS 321° | Rwy Idg 5000 TDZE 104 Apt Elev 104 |
|---|---|---|

AL-6977 (FAA)

# VOR/DME RWY 35

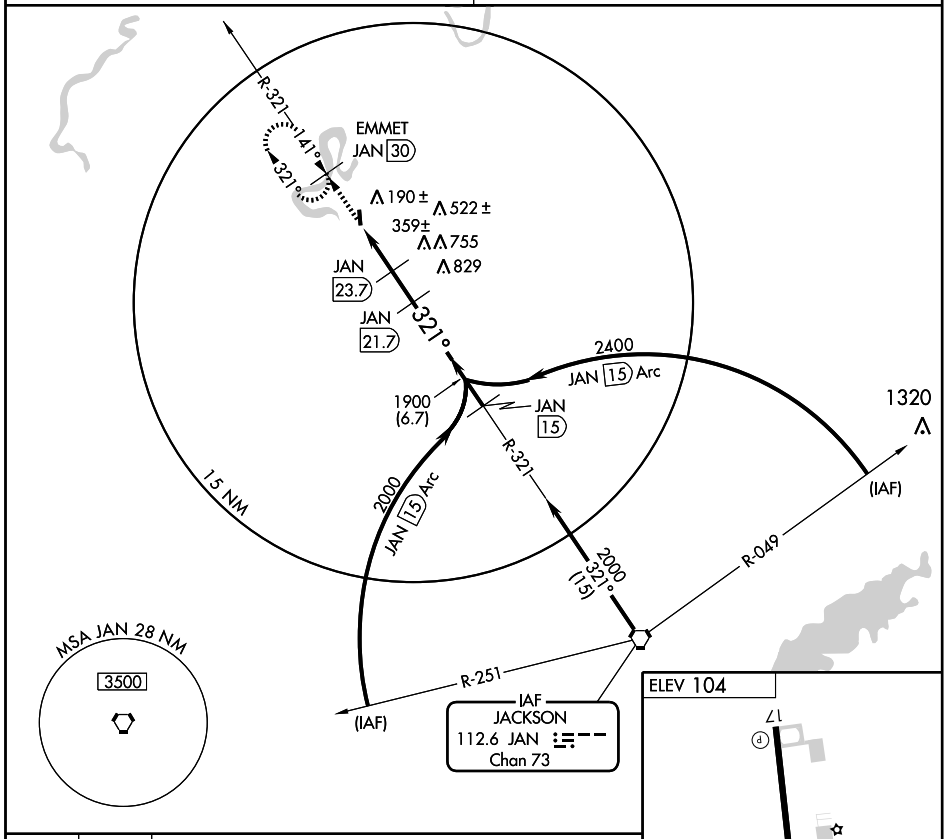
YAZOO COUNTY (87I)

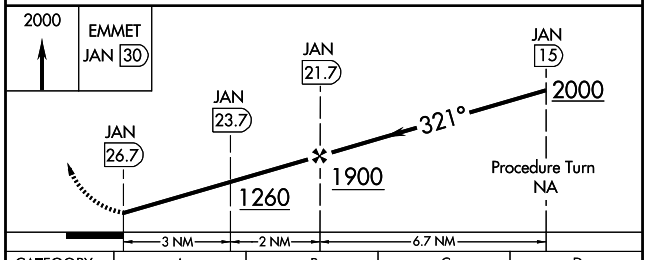
NA Use Jackson altimeter setting.

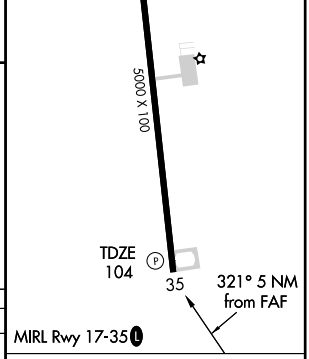
MISSED APPROACH: Climb to 2000 direct EMMET 30 DME and hold.

MEMPHIS CENTER 132.5 259.1

UNICOM 122.8 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 780-1<br>676 (700-1) | 780-1¼<br>676 (700-1¼) | 780-2<br>676 (700-2) | 780-2¼<br>676 (700-2¼) |
| CIRCLING | 780-1<br>676 (700-1) | 780-1¼<br>676 (700-1¼) | 780-2<br>676 (700-2) | 780-2¼<br>676 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

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